The Mining Journal
AND COMMERCIAL GAZETTE.

No. 26.---Vol II.] LONDON: SATURDAY, FEBRUARY 20, 1836. [Price 7d.

ON SALE, at the Office of CHARLES MANN, Stock and Share Broker, 7, Old Broad-street:—

SHARES in several of the best Mining Companies of Cornwall that are now dividing profits.

SHARES in the Iron Railways, Gas, Fire, and Life Insurance Companies, &c.

Likewise STOCKS and SHARES of the UNITED STATES, paying large and safe dividends.

MERIONETHSHIRE SLATE COMPANY.—On SALE, SHARES in the valuable and improving Quarries called the Merionethshire Slate Company.

For price and particulars, apply to Mr. Charles Mann, Stock and Share Broker, No. 7, Old Broad-street, London.

ROCHE ROCK TIN MINING COMPANY.—The Directors of this Association being empowered to make a further call of Ten Shillings per Share, do hereby give notice they have resolved to call, under the present prospects of the Mine, for only a moiety thereof, and request that Five Shillings per Share may be paid into the bankers of the Company, Messrs. Stone, Martins, and Stones, on or before the 27th instant.

On producing the bankers' receipts, together with the Scrip shares, at the Office of the Company, 22, Crutched Friars, the Instalment will be endorsed thereon.

22, Crutched Friars, February 17, 1836. JOHN SANDERS, Sec.

BRAZILIAN COMPANY.—The holders of Cata Branca Shares are informed that Prospectuses of the Concriciao Mine, with printed Forms of Application for Shares, may be had at the office of the Company, No. 9, Liverpool-street.—Feb. 20, 1836.

BISSOE BRIDGE MINING ASSOCIATION.—The Shareholders are hereby informed, that the Third Instalment of £1 per Share, which became due on the 30th day of September last, and the payment of which was postponed till Monday, the 29th day of February instant, will be required on that day; and that if the same is not paid within thirty days from the said 29th day of February instant, the Shares will be liable to forfeiture.

By order of the Directors,

BAXENDALE, TATHAM, UPTON, and JOHNSON.

7, Great Winchester-street, February 18, 1836.

CARN GREY TIN MINING COMPANY.—In pursuance of an order of a General Meeting of Shareholders held this day,

Notice is hereby given, that a CALL of TWO POUNDS per Share is made payable at Messrs. Drewett and Fowler's, Bankers, on or before the 10th of March next; and on the production of the Bankers' receipt and scrips at this Offic, they will be exchanged for new Certificates, bearing the acknowledgment for Seven Pounds each; and all Shares on which such Call shall remain unpaid, after the time specified, will be liable to forfeiture.

By order of General Meeting,

46, Lime-street, Feb. 19, 1836. JOHN W. F. DALTON, Secretary.

REDRUTH UNITED TIN and COPPER MINING ASSOCIATION.—The ANNUAL GENERAL MEETING of the Shareholders will be held at the George and Vulture Tavern, Cornhill, on WEDNESDAY, the 9th of March next, when a Statement of the Affairs of the Association will be submitted; and, also, for the purpose of taking into consideration the expediency of filling up the vacancy in the direction, occasioned by the retirement of Thomas Ashton, jun., Esq. The Chair to be taken at One o'clock precisely.

W. MILLS MIDWINTER, Secretary.

21, Lombard-street Chambers, Clement's-lane, February 19, 1836.

WEST WHEAL JEWEL TIN AND COPPER MINING ASSOCIATION, for Working the United Mines of TOLCARNE and ROSELOBBY, in the well-known Parish of GWENNAP, in the County of Cornwall.

Capital £30,000, in 6,000 Shares of £5 each.

Deposit £2 per Share.

DIRECTORS.

Charles Wilkinson, Esq.	John Blunt, Esq.
William Nicholson, Esq.	Edward Oswald, Esq.

Applications for the Shares remaining unappropriated, to be made, if by letter, post paid, on or before Wednesday, the 24th inst. at the Office of the Association, where Prospectuses may be had.

23, Threadneedle-street, Feb. 20, 1836. R. NICHOLSON, Sec.

No. 22, Austin Friars, Feb. 16, 1836.

COPIAPO MINING COMPANY.—Notice is hereby given, that the fourth instalment of 2l. 10s. on the Shares of the above Company became due on the 12th instant; and Shareholders are requested to pay the same accordingly to Messrs. Williams, Deacon, and Co., Birchin Lane: the certificates are to be taken to the Bankers to be signed.

N. B. By the laws of the Company, any call remaining unpaid after the 27th instant, will subject such shares in default to forfeiture.

By order of the Directors,

FRED. GRELLET, Sec.

CORNWALL UNITED MINING ASSOCIATION.

Capital £40,000.

In 4,000 Shares of £10 each—Deposit £1 10s. per share.

DIRECTORS.

Henry Conn, Esq.	N. F. Bassett, Esq.

MANAGING AGENT AND PURSER.

John Trestrail, Esq.

AUDITOR IN LONDON.

Edward Suter, Esq.

BANKERS.

London—Messrs. Glyn, Hallifax, Mills, and Co.

Truro—Messrs. Magor, Turner, and Magor.

This Mining Association comprises the several setts of the Gossmoors, East Wheal Providence, and Silver Hill.

Application for Shares to be made, until the 29th inst. (if by letter, post paid) to Messrs. John and Henry Hore, 13, Copthall-court, Throgmorton-street, of whom Prospectuses may be obtained.

WHEAL FALMOUTH CONSOLIDATED COPPER, TIN, SILVER, and ZINC MINING COMPANY.—Capital £50,000, in 10,000 Shares of £5 per Share. Deposit £1 per Share.

MANAGING COMMITTEE.

Messrs. Vice, Baynard, and Treloar,

(With power to add to their number.)

BANKERS.

Sir R. Carr Glyn, Hallifax; Mills and Co., London; Messrs. Magor, Turner, and Magor, Truro.

The sett belonging to this Company is situated in the parish of Kea, within three miles of Truro, being to the east and adjoining the Consolidated Mines, in Gwennap, including the run of the lodes of these rich mines.

The sett extends on the course of the lodes upwards of 1,200 fathoms, and exceeds in breadth 500 fathoms, and is held for a term of 21 years recently granted, at the moderate dues of one-eighteenth.

There are ten lodes which have been partially worked, one to the depth of 114 fathoms, and others which have been cut by cross tinning, but not further pursued.

On the eastern part of the sett a steam engine was erected in 1812, and a shaft sunk to the depth of forty fathoms from the surface. Quantities of arsenical pyrites, and other indications usual in copper lodes, were found in abundance at the shallow levels, but the lode was not explored at the bottom level.

On a lode situated near the middle of this property, two steam engines were erected in 1828, the lode worked to the depth of 114 fathoms, and considerable quantities of copper, tin, lead, and silver obtained, to an amount exceeding 20,000l.

At a part of the sett called Wheal Hope, a steam engine was erected in 1824, and three lodes worked upon, one of them to the depth of forty fathoms from the surface. Considerable profits were realized by the sale of the ores and zinc. The workings ceased from the fall in the price of this article, in the year 1825, which suspended all the Cornish spelter mines. These lodes are still rich in zinc ores, and at the price then obtained (in 1824), would amply repay the prosecution of them.

Besides the lodes named, there are many others parallel to them, which, as far as they have been wrought, appear equally promising for an abundance of copper, tin, and silver ores.

The prices of minerals at present being considerably in advance of what was obtained when those mines were in operation in 1823, is a great inducement to their recommencement.

It is proposed to extend the deep adit level, to intersect several copper lodes within a short distance, which have been discovered between the present adit end and Wheal Hope, and eventually to the last-named mine, which will unwater forty fathoms from the surface, laying open those valuable lodes of zinc ores. Also, to extend the eastern adit on a copper lode, and to sink shafts on several promising lodes for copper, tin, and silver, hitherto unexplored, and to erect engines if required for the effectual attainment of those objects, which, it is fairly presumed, will amply remunerate the adventurers.

The sum required to carry into effect the foregoing works will not exceed 30,000l., the amount being materially lessened from the necessary erections already on the mine, with shafts sunk, and an adit level of great extent, well secured, and thirty fathoms in depth—also an adit at the distance of ten fathoms only from the sett, which is twenty fathoms deeper than the one before mentioned.

To meet this expenditure, and to secure a reserve fund to cover every contingency, it is proposed to raise a capital of 50,000l. in 10,000 shares of 5l. each, with a deposit of 1l. per share, to be paid on the appropriation of the shares.

Any further calls to be made by instalments of 10s. per share, of each of which calls thirty days' notice shall be given.

In consideration of the machinery, ores, erections, setts, and of the work lately performed, it is agreed to appropriate to the present owners 3,000 shares, free of the first instalment of 1l. per share, and the remaining 7,000 shares to be issued to parties applying for them.

Applications for Shares to be made to the committee before named; to John Trestrail, Esq., Cheveiah; Messrs. John and Henry Hore, 13, Copthall-court, Throgmorton-street, London; or Captain Treweek, on the Mines. Of whom may be had the regulations by which the Company is to be governed.

Truro, January 21, 1836.

PENOLES GOLD MINING ASSOCIATION.

NOTICE OF FORFEITURE OF SHARES.

The Board of Directors hereby give Notice, that at a Meeting held this day it was RESOLVED, that in justice to those Shareholders who have paid the call of 10s. per share, no further indulgence should be given to those Shares remaining unpaid, whether arising from inadvertence or otherwise; and further, that if the said call be not paid on or before the 10th day of March, the Shares so in default shall be declared absolutely forfeited, and which Shares in such case will become the property of the Shareholders generally.

By order of the Board,

London, Feb. 16, 1836. GEORGE MORGAN, Sec.

The payment to be made to Messrs. Barclay and Co. on or before the 10th of March next.

KELLEWERRIS MINING COMPANY.

The Directors hereby give notice, that the ANNUAL MEETING of the Shareholders of this Company will be held at the City of London Tavern, on Thursday, the 31st day of March, 1836, at Twelve for One precisely.

55, Old Broad-street, Feb. 18, 1836. HENRY TRIBE, Secretary.

BRITISH COPPER MINING COMPANY.

The SECOND ANNUAL MEETING of the Shareholders will be held at the George and Vulture Tavern, Cornhill, on Wednesday, the 2d of March. The Chair will be taken at One o'clock precisely.

By order of the Board,

NATHANIEL MIDWINTER, Secretary.

Lombard-street Chambers, Feb. 12, 1836.

CORNWALL GREAT UNITED MINES.

TREASURER.

Joseph Cripps, Esq. M.P., Cirencester.

DIRECTORS.

Sir J. T. Claridge, Raymond Cripps, Esq., and Owen Flintoff, Esq.

BANKERS—Messrs. Masterman, Peters, Mildred, Masterman, and Co. London.

SOLICITOR.

J. T. Bullock, Esq. John-street, Adelphi.

Resolved by the Directors—That the deed of regulation shall be open to the perusal of any shareholder, at the office of the Solicitor, on and after the 13th March next, between the hours of one and two, on every Thursday.

That the capital of the Company being ample for carrying the mines into effectual operation, so much of the produce as shall from time to time be realised shall be divided amongst the shareholders, when and so often as the proceeds thereof shall amount to not less than 2½ per cent. on the calls paid.

That the produce from the Eastern district, now on grass and in course of realisation, together with tin sold since the 1st January last, authorising the Directors to declare a dividend of 3 per cent. on the first call, be declared payable on and after the 20th of April next.

That not less than six weeks' notice of the payment of any dividend be given.

That the publication of all notices touching the affairs of the Company in any two London Papers, one Cornwall, and one Liverpool or Manchester Paper, be sufficient notice to the shareholders of the contents of such notices respectively.

That these Resolutions be published as the most convenient mode of answering the inquiries made on these matters.

37, Old Broad-street, Feb. 17. T. V. WILLIAMS, Sec.

HAYTIEN MINING, STREAMING, and AGRICULTURAL COMPANY.

Capital £100,000, divided into 5000 Shares of £20 each.

Deposit £1 per Share.

TRUSTEES.

John Wright, Esq., and Edmund F. Green, Esq.

COMMITTEE OF MANAGEMENT.

E. F. Green, Esq.	William Wildey, Esq.
J. B. Rayner, Esq.	George Keele, Esq.
P. Anichini, Esq.	

With power to add to their number.

BANKERS—Messrs. Stone, Martins, Stones, and Messrs. Wright and Co.

SOLICITORS—Nind and Cotterell.

The objects for which this Company is formed are, to work the Mines of Copper, Gold, Silver, or other Metals, in the island of St. Domingo, and to carry on Streaming Works on the banks of the rivers which flow through the Mining Districts; and also to cultivate Coffee, Cotton, Tobacco, Sugar, Indigo, &c.

The Committee do not intend to follow the example of those persons who have directed the affairs of several Foreign Mining Companies, by expending large sums of money before it was ascertained where would be the most fit place to commence operations.

They intend to send proper experienced persons to make selection from the various Mines included in the general grant on which they are acting.

Arrangements are made for the Cultivation of some of the best Plantations in the island of St. Domingo.

To accomplish these points, the Committee do not intend to call for more than £1 per Share, payable in three months, in addition to the first deposit; and so soon as a Report is obtained from the island, a Meeting of the Shareholders will be called, and the Committee will then be guided by the Resolutions which may be entered into at that Meeting on all matters in reference to the Company. In the mean time, the Subscribers will not be called upon to sign any Deeds.

Two thousand Shares are already subscribed for. Applications for the remainder may be made, if by letter, post paid, addressed to the Committee, at the Bankers', the Solicitors', or at the temporary Offices of the Company, No. 2, Copthall Chambers; at which places Prospectuses may be had, detailing various matters relating to the Company.

EASTERN COUNTIES RAILWAY, from London to Romford, Chelmsford, Colchester, Ipswich, Norwich, and Yarmouth; the only line both to Norwich and Yarmouth.

Capital £1,500,000, in Shares of £25 each. Deposit £1.

Persons intending to make application for the residue of Shares offered to the public by the resolutions of the Provisional Committee of the 4th of February should do so immediately.

Holders of deposit receipts may exchange the same for scrip certificates on applying at the office, and signing the usual Parliamentary engagement and subscribers' agreement.

Every necessary preparation has been made for obtaining an act of Parliament in the present session.

Subscribers are not liable for more than their first deposits till the act of Parliament is obtained; nor will they be afterwards responsible for more than the amount of their respective shares, which will be called for in instalments of not more than £3 at a time.

Agents in the country:—Romford, Wasey Sterry, Esq.; Chelmsford, Messrs. Copland and Son; Colchester, Wm. Sparling, Esq.; Brentwood, Samuel T. Heringham, Esq.; Coggeshall, John Mayhew, Esq.; Ipswich, John Chevalier Cobbold, Esq.; Norwich, Messrs. Sewell, Blake, Keith, and Blake; Yarmouth, Messrs. Sayers and Wood; Manchester, Messrs. Thomas Leeds and Son; Wimborne, Isaac Fryer, Esq.

J. C. ROBERTSON, Sec.

Office, 18, Austin-friars, February 8, 1836.

LONDON AND DOVER RAILWAY.—At a very numerous and respectable PUBLIC MEETING of the Inhabitants and its vicinity, held in pursuance of a requisition for that purpose, inserted in the Maidstone Papers, at the Town Hall, Maidstone, on Wednesday, the 17th day of February, 1836;

CHARLES ELLIS, Esq., Mayor of Maidstone, in the Chair.

Resolved (with four dissentients),—That the numerous and extensive undertakings now in progress, for the establishment of Railways throughout a great portion of the kingdom, by supplying the means of expeditious intercourse, and of cheap and rapid transport of goods between distant places will, in many instances, prove highly advantageous, and afford great facilities in the conduct of trade and general business, the result of which will naturally, and, perhaps, necessarily, be a continued extension of the system to other parts of the kingdom.

That the formation of a Railway from London to Dover must, therefore, be considered as a measure which will now, under any circumstances, be very shortly carried into effect.

That, in the construction of a work of such magnitude and importance, the greatest attention should be paid to the selection of such a course as may prove to be of the greatest public utility as well as local advantage, and which may not unnecessarily prejudice or interfere with the existing interest of any portion of the county.

That the line of Railway proposed to be made to commence from the intended Railway from London to Southampton, at Wandsworth, through Surrey and the Weald of Kent, would be highly injurious to Maidstone as a commercial town.

That the other proposed line, from Gravesend to Dover, being not only more direct in its course, but uniting the river Thames at Woodwich and Gravesend with Dover and the interior of the county, presents advantages not only of a local nature, but such as to entitle the project to general approbation as a measure of great public importance; and, by the near completion of the Railway from London to Greenwich, holding forth the prospect of the early completion of the whole line, and its permanent establishment and support.

That this Meeting is therefore of opinion that the proposed Railway from Greenwich to Dover is entitled to the decided preference and support of the inhabitants of Maidstone and its vicinity, and also of the county generally.

The Petitions to both Houses of Parliament, founded on these Resolutions, be prepared, and that the inhabitants of the town and neighbourhood be earnestly requested to sign such petitions, and use their influence in their support.

That the Earl of Romney be requested to present the petition to the House of Lords; and that Wyndham Lewis, Esq., and Abraham Wildey Roberts, Esq., the Members for Maidstone, be requested to present the petition to the House of Commons.

That a Committee, to consist of the Mayor of Maidstone, John Arkcoll, John Allen, Henry Allnutt, John Brenchley, Henry Godden, William Hussey, John Mercer, Henry Morris, Henry Simmonds, Thomas Smith, Thomas Fyhus, Thomas William Steenmitz, and Bidingfield Wise (with power to add to their numbers), be appointed to draw up such petition, and to take any other measures which may appear advisable to further the object of these Resolutions.

CHARLES ELLIS, Chairman.

Resolved unanimously,—That the best thanks of the Meeting be given to the Mayor for his able and impartial conduct in the proceedings of the day.

HAYLE RAILWAY COMPANY.—Notice is hereby given, that the Half-yearly Meeting called for the 4th of September, 1835, not having taken place, from there not being a sufficient number of Proprietors present, the same will be held, by adjournment, at the Offices of the Company, on WEDNESDAY, the 2d day of March next, at one o'clock precisely; and notice is hereby further given, that a Half-yearly General Meeting of the Proprietors of the Hayle Railway Company will be held at the said Offices of the Company, on WEDNESDAY, the 2d day of March next, at the hour of two precisely, in accordance with the provisions of the Act of Parliament for regulating the proceedings of the Company.

Offices, Rectory House, Old Broad-street, London, Jan. 22, 1836. HENRY ENGLISH, Sec.

SOUTH EASTERN RAILWAY.—London to Dover, by Tonbridge and the Weald of Kent, with a Branch to Tonbridge Wells.

PROVISIONAL DIRECTORS.

James Burton, Esq.	Captain Pringle, R.E.
Henry Charles Moreton Dyer, Esq.	John Shewell, Esq.
Pascoe St. Leger Grenfell, Esq.	Alexander Wilson, Esq.
Edmund Halswell, Esq.	George Treborne Thomas, Esq.
Colonel Hodgson	Thomas William Tyndale, Esq.
Mr. Sheriff Salomons	Henry Wrench, Esq.

ENGINEER.

H. R. Palmer, Esq. F.R.S.

ASSISTANT ENGINEER.

Peter W. Barlow, Esq.

SOLICITORS.

Messrs. Clutton and Pearson.

SECRETARY.

J. S. Yeats, Esq.

The Provisional Directors, with a view to the probability of the passing of an Act for one of the Lines to Brighton in the present Session, have caused a survey to be made for a Branch from a point near Edenbridge, to join both Sir John Rennie's Line and that proposed by Mr. Stephenson. This Branch would meet the former Line below Merstham, and the latter near Dorking; and by such junction the direct traffic from Dover, Tunbridge, &c. to Brighton, Western Sussex, and Portsmouth, would be secured.

By the addition of this Branch, a line would be obtained from Dorking or Merstham to the Eastward of Ashford, traversing the Hop Districts of Kent from West to East, and for about fifty miles almost on a perfect level and straight line.

The Proceedings in Parliament are commenced, and will be prosecuted with the least possible delay.

By order of the Board,

Railway Office, 28, Gracechurch-street. J. S. YEATS, Secretary.

SOUTHEND RAILWAY, in continuation of the London and Blackwall Railway.—Capital £350,000. Shares, £50 each. Deposit £2 10s. per Share.

DIRECTORS.

Charles Bleaden, Esq.	Thomas Powell, Esq.
James G. Gordon, Esq.	John Scratton, Esq.
Charles Lyon, Esq.	Warwick Weston, Esq.
J. Charles Ord, Esq.	

With power to add to their number.

County Directors to be hereafter named.

BANKERS—Messrs. Ladbrokes, Kingscote, and Co.; Messrs. Sparrow and Co., Chelmsford.

COUNSEL—Charles Barrett Lennard, Esq.

ENGINEER—George Hennet, Esq.

SOLICITOR—Thomas Browne, Esq.

Applications for shares and prospectuses to be made to the Bankers, Solicitor, Secretary, or to Messrs. Comport and Knyvett, solicitors, Romford.

Railway-offices, 11, Mark-lane, London. GEO. COLE, Secretary.

THAMES HAVEN RAILWAY, from London by the Eastern Counties Railway to Romford, and thence by Hornchurch, Upminster, Ockendon, Orsett, and Horndon, to Shell Haven, about midway between Tilbury Fort and Southend, in Essex, with a Tide-dock at Shell Haven.

Capital £450,000, in 9,000 Shares of £50 each.

Deposit £2 10s. per Share.

Every necessary preparation has been made for obtaining an Act of Parliament in the present session, and will be proceeded with in connexion with the Eastern Counties Railway.

Applications for Shares to be made (if by letter, post paid) to any of the following agents:—Wasey Sterry, Esq., Romford; C. G. Parker, Esq., Chelmsford; George Shaw, Esq., Billericay; George Wood, Esq., Rochford; Messrs. T. Leeds and Son, Manchester; or at the office of the Company, 31, Abchurch-lane.

HENRY AMSINCK, Sec.

THE LONDON REVERSIONARY INTEREST SOCIETY, No. 4, New Bank-buildings, Lothbury, for the Purchase of Reversionary Property, Policies of Insurance, Life Interests, Annuities, &c.

DIRECTORS.

Sir Peter Laurie, Alderman, Chairman.

Francis Warden, Esq., Deputy Chairman.

Archibald Cockburn, Esq.	Francis Mills, Esq.
John Connell, Esq.	Henry Nelson, Esq.
W. Petrie Crawford, Esq.	John Pirie, Esq., Alderman.
Benjamin Boyd, Esq.	Walter Urquhart, Esq.
John J. Glennie, Esq.	George Webster, Esq.
Charles Hertslet, Esq.	Mark Boyd, Esq.

BANKERS—Messrs. Glyn, Halifax, Mills, and Co.

SOLICITORS.

Messrs. Hale, Thompson, and Sewell, Salter's-hall, St. Swithin's-lane.

Proposals for the Sale of Reversionary Property, Policies of Insurance, Life Interests, &c. to be addressed to the Managing Directors, Messrs. B. and M. Boyd, 4, New Bank-buildings, Lothbury, where the requisite forms of proposal may be obtained, between the hours of ten and four.

COMMERCIAL RAILWAY TO BLACKWALL.

The Provisional Committee of the above undertaking beg to inform the subscribers that the Petition to Parliament has been presented, and all the preliminaries required by the standing orders of the House of Commons have been complied with. They have also the pleasure to state that they have received the following communication from the West India Dock Company:—

"West India Dock-house, Feb. 16, 1836.

"Gentlemen,—With reference to the conference held this day between the Provisional Committee of the Commercial Railway and the Chairman of this Company, I am instructed by the Court of Directors to signify the Company's assent to the proposed undertaking, and to acquaint you that to mark to Parliament and the public the support given by this Company, the following members of the Court have agreed to become members of the Provisional Committee of the Commercial Railway to Blackwall.

" Andrew Colville, Esq., Chairman.
" George Hibbert, Jun., Esq., Deputy Chairman.
" Charles M'Garel, Esq.,
" John Alexander Hankey, Esq., } Directors.
" John Drinkald, Esq.,

"I have the honour to be, Gentlemen, your most obedient servant,

"H. LONGLAND, Sec."

PROVISIONAL COMMITTEE.

George Brown, Esq.	Alexander C. Johnston, Esq.
Andrew Clark, Esq.	John Robertson, Esq.
Henry Thomas Curtis, Esq.	John Roskell, Esq.
William Haigh, Esq.	John Stock, Esq.
Henry Harvey, Esq., F.R.S.	John Ashton Yates, Esq.
J. C. Hector, Esq., M.P.	Andrew Colville, Esq.
Charles Hindley, Esq., M.P.	George Hibbert, jun., Esq.
George Lewis Hollingsworth, Esq.	Charles M'Garel, Esq.
J. Humphery, Esq., Ald., M.P.	John Alexander Hankey, Esq.
Thomas Hughes, Esq.	John Drinkald, Esq.

ENGINEER—Sir John Rennie.

SURVEYOR—William Tite, Esq.

BANKERS—The London and Westminster Bank, 38, Throgmorton-street, and 9, Waterloo-place.

SOLICITORS—Messrs. Stokes, Hollingsworth, and Tyerman.

PARLIAMENTARY AGENTS—J. A. George Burke, Esq., and Joseph Parkes, Esq.

Applications for the forfeited Shares cannot be received after Saturday next, the 20th instant.

Offices of the Company, 32, Poultry, Feb. 17.

COALS WANTED.—The Trustees and Governors of the Licensed Victuallers' Asylum, situate near the half-way house, Old Kent-road, are ready to RECEIVE TENDERS for the SUPPLY and DELIVERY into the cellars of the Institution 100 TONS of either the one or other of the undermentioned COALS, as they may select, viz.:—Hetton's Wall's-end, Gosforth's Wall's-end, Killingworth's Wall's-end, Riddell's Wall's-end, or Hebburn's Main; fifty tons of which the Society will require to be delivered on or before Thursday, the 5th day of March next, and the remainder within a month from that time. The tenders to be at a stated sum per ton, on the pool price and measure, which shall include every expense. Persons willing to tender for the supply are requested to forward their terms under cover to the Secretary, directed to the Board, by half-past eleven o'clock precisely, on Monday next, the 22d instant, and the Board will meet at the Secretary's office, at twelve o'clock precisely, on that day, to open the tenders, and when any parties tendering may attend.

By order of the Board, THOMAS JONES, Sec.

39, King's Arms-yard, Coleman-street, February 17, 1836.

SCHAUFFELEN'S PATENT HOT AIR FURNACE FEEDER.

By the use of this apparatus a SAVING OF FUEL is effected of 20 to 25 per cent. It is simple in its construction—erected at a trifling expense—not subject to damage or derangement, and its operation not attended by any disadvantages which would render it liable to objections. It is applicable to Boiler Fires of Steam Engines, Furnaces of Breweries, Distilleries, Potteries, Brick-kilns, Glass-houses, Water-works, Gas-works, Dye-works, and, indeed, to all kinds of enclosed Fire-places; in the feeding of which, by this Apparatus, the aid of mechanical power is not required. Many of these Apparatus have been erected during the last three years on the Continent—are now in full operation, and testimonials of their efficacy can be adduced. A model may be seen at the Gallery of Practical Science, in Adelaide-street, and an Apparatus inspected, by permission of the proprietors, at the College Wharf Saw Mills, Belvidere-road, Lambeth.

A descriptive Treatise on this system may be had, by applying to Mr. J. H. Phipps, 8, New Basinghall-street, to whom all applications for licences under this patent are to be addressed.

INSTITUTION OF CIVIL ENGINEERS.

At the weekly meeting of this institution, held the 2d inst., the president, James Walker, Esq., in the chair. Some official business was first disposed of by the secretary: during the time he was so occupied, the chairman exhibited a specimen of decayed wood, brought from Yarmouth, which had been attacked and destroyed by an insect resembling the West India worm, and differing from that found at Bridlington in many respects, particularly in this, that it increases in size as it proceeds through the wood.

The business of the meeting was then opened by Mr. Low: he said "he regretted he had not been present on the former evening to hear Mr. Woolfe's statements concerning the steam-engines in Cornwall. He had been informed that Mr. Woolfe had computed a bushel of coals to weigh 84 lbs.; he (Mr. Low) having paid particular attention to this point, and having been examined before the House of Lords on the subject, would take the liberty of saying it was too much: he had, from several experiments, ascertained the average weight to be from 79 to 81 lbs., but nothing can be said very positively with regard to the weight of any given measure of coals, as it varies according to the kind. The very heavy description, being composed partly of clay, is the worst, it produces *bats* or *clinkers*. The lighter is more bituminous and luminous, and more effective in producing steam." Mr. Anderson said, "he had made some experiments, and found the results generally to agree with Mr. Low's statement, but had met with Welch coals to weigh 90 lbs. per bushel." Mr. Low then gave a very minute and interesting account of the weights of the different measures of coals formerly used in the trade, and mentioned, amongst other facts, that thirty-six bushels, of 80 lbs. each, would fill two cubic yards; but added, that the law at present requires all coals to be sold by weight, which he considers an advantageous arrangement for the purchaser. A paper was then read from Mr. Wickstead, stating that, "in November, 1835, he had been sent by the East London Water-Works Company to Cornwall, for the purpose of making inquiries concerning the immense quantity of water reported to have been raised there by steam-engines. That every facility had been afforded him by the Cornish proprietors and agents of accomplishing his object; he had visited several mines of silver, iron, and copper at Red Moor, Holm Bush, and other places. At Red Moor an engine was at work on a shaft 56 feet deep, the motion being communicated by horizontal beams, that it was doing the work of only a five-horse power, though capable of performing much more; it consumed three bushels of coals in twenty-four hours. It had been originally worked with turf, but as the depth of the mine increased the turf was found inconvenient for an engine of the usual construction, but the proprietor had ordered an engine and boiler to be made adapted for turf. Saw an engine at Fowey which far surpassed every thing of the kind he had seen before. The diameter of the cylinder was 80 inches, the length of the stroke 9½ feet, and the quantity of water raised, with one bushel of coals, exceeded eighty-three millions of pounds. It was a splendid engine, the valves and all perfect, and could be managed by a small boy, whereas a Soho engine, of the same power, would require a mighty man. The works were all bright and highly finished, showing that, though all the Cornwall engines are not so, first-rate work can be produced in that county. This engine worked with very little noise, and particularly easy. The boiler was of peculiar construction, a tube being fixed inside the main tube, and the fire applied within between the internal surface of the outer and the external of the inner tube. There was also a feeder introduced down the chimney, by which means the water was warmed, before it reached the boiler, by heat that would otherwise have been lost. Visited several others, but saw none equal to this." A member here observed, "that the name on an engine is not that of the maker, but of the person who christen's it."

The paper went on to say, that he (Mr. Wickstead) saw an engine, the diameter of the cylinder of which was 30 inches, and not of modern make, doing double the work of one four times the size at the London works. In no case that came under his observation did he see bubbles appear amongst the water raised, which proved that solid water was raised, and the computed work really done, though some London engineers had been sceptical on this point. It had been sometimes asserted in London, that exaggerated reports were made of the work done by the Cornish engines—this is not the fact. The several agents of the mines record accurately and regularly all the particulars concerning their engines, and when an extraordinary statement is made, any engineer who doubts its truth may demand a proof; an agent appointed for the purpose, on this attends and affixes a counter, secured by two locks; he retains the one key and the engineer the other; the engine is then worked for a month, at the end of which time the agent declares the result. During the interval the coals are furnished by the merchant, on written orders from the engineer, and these are taken as the vouchers for the quantity used; the coal-merchant is, of course, interested in making the amount as great as possible. There is a great and watchful emulation amongst the engineers, which would immediately detect any attempt at deceit, and the character of the engineer would be lost for ever who should be discovered to have acted unfairly. That the drawings of the engines are made by gentlemen appointed for that purpose, and no pains or expense are spared to render the engines as perfect as possible. The parts exposed to the air, in common engines, are here covered with non-conductors of heat, by which means a great saving of fuel is effected; the steam is also raised much more speedily, and the engine-room is always cool. That in estimating the work of an engine, the work actually done is alone considered, without taking friction into account, though this is generally very considerable, as the pump-rods are frequently of great weight, and are counterbalanced by *balance bobs*, which renders the friction very great. In some cases one engine works two or three pumps, connected by rods, this also adds largely to the amount of friction. The reported duty, however, of the same engine will vary at different times, according to the quality of the coal.

The Cornwall engines are all worked expansively, and are shut off at 1-8th, 1-10th, or 1-12th of the length of the cylinder. That from the great length of the cylinders in general use here, the number of strokes is less; the number varies from one to twelve per minute, but five is considered the best working number. The fuel consumed varies according to the number of strokes. The solid plunger is used, by which means, if any water escapes, the defect is immediately apparent, whilst, with the common piston, it may be a long time unnoticed; the butterfly valve is not used—scarcely any recoil is perceptible. In Cornwall, engines are generally erected capable of doing much more work than is at first required, but as the depth increases, so does the friction; additional power is then gained by shutting off higher; whereas, if a small engine had been applied, it would require another to be added to accomplish the additional work. One engine of large power is much more economical than two small ones together capable of doing the same work, for the power varies as *the square* of the diameter of the cylinder, and the friction as the diameter *directly*. The usual pressure in Cornwall is 17 lbs. per square inch; in London it seldom exceeds three pounds above the atmospheric pressure. He had made an experiment with one of the Soho engines, which raised thirty-four millions of pounds, and computed that, by the common method of working, he used six times as much steam as would have been required by the Cornwall plan, and consumed more fuel in the proportion of 2·4 to 1.

The reading of this paper was not concluded at the hour of adjournment. The president said it should be resumed the next night, when he hoped both Mr. Woolfe and Mr. Wickstead would be present.

On Tuesday, the 16th, the conclusion of Mr. Wickstead's paper was read, which stated that the principle of the expansive working engines is not new, for Mr. Watt had mentioned it in the specification of his patent, but the practice has been carried to a greater extent in Cornwall than in any other part of England; neither is the clothing of engines a new invention; but the Cornish miners had adopted it, too, more extensively than other engineers.

The reading of this paper was followed by a desultory conversation on the same subject, in the course of which Mr. Simpson said, that though he did not dispute the general excellence of the Cornish engines, he doubted that they would be found, on consideration, to be so much superior to the London engines, as had been supposed, that a miner calculates with certainty on requiring greater power, as his shaft increases in depth, and therefore acts wisely, in erecting, at first, an engine having power greater than is then required; but water works are a mercantile concern, and the power ought to be proportionate to the demand, and he feared that the interest on the excess of outlay above what was required, would not be compensated for by the advantage gained; that in business, regularity, even to a minute, must be attained, and if the works were entirely dependent on one engine, an accident would stop the whole supply, which would be highly injurious; that these objections were of great weight in the works with which he is connected, as the water is there forced directly into the pipes, and the pressure is subject to constant variation, and large capital has been expended in completing those works in their present form."

Mr. Anderson said, "he had seen the Fowey engine alluded to in Mr. Wickstead's paper, and though he did not doubt that it had raised 125 millions of pounds with one bushel of coals, as had been stated; that when he saw it, the amount raised was from 85 to 92 millions; that he believed it would be found, on trial, that there was not as great economy in working large engines, as had been stated, he had made the experiment, and ascertained, that when the amount of work done was doubled, the consumption of fuel in the proportion of 24 to 78; that stand-pipes had been recommended, which would answer very well in some cases, but in some instances the West Middlesex works were obliged to convey water 250 feet above their own level, which would render the erection of reservoirs to answer the purpose almost impracticable."

Mr. Field said "he thought that if the matter were coolly examined, it would be found that the London engines are not so much inferior to the Cornish as had been imagined, but it was manifest that the clothing of the engines, and some other points which had been mentioned, were improvements, and ought to be adopted; that the Cornwall engineers were entitled to great credit for having taken advantage of every improvement which separately might be unimportant, but which, combined, had given them a superiority, and obtained for them a celebrity honourable to themselves, and a fair object of emulation to others.

PARLIAMENTARY SUMMARY.

On Friday night in the House of Lords, the Marquis of LONDONDERRY took a review of the conduct of Government with respect to Spain, and expressed his strong disapproval of the same, concluding with moving for returns of the warlike stores furnished the Queen, the value of the same, and whether any payment had been made for them; likewise a return of all officers on half-pay, at present serving in the Queen's army.—Lord MELBOURNE vindicated the conduct of himself and colleagues, which he maintained was in conformity with treaties, and the principles recognised by the Duke of Wellington. He made no objection to the motion, and joined the Noble Marquis in depreciating the atrocities with which the contest on both sides had been marked.—The Earl of ABERDEEN censured the Ministry, who he considered had gone beyond the limits required by the treaties.—Lord MELBOURNE in reply to a question from a Noble Lord, was understood to say that he feared the report of six English subjects having been shot by Don Carlos was true, although yet it had not received official confirmation. The motion was agreed to.—The LORD CHANCELLOR brought forward a motion for consolidating and better regulating the Ecclesiastical Courts.—Lord LYNDHURST approved of this scheme, and promised to support it. The Bill was read a first time.

In the Commons Mr. ALSTON brought in the London and Blackwall Railway Bill; Lord G. LENNOX the London and Brighton one; and Lord G. SOMERSET the Gloucester and Birmingham Railway Bill; all which bills were read a first time *pro forma*. In answer to Mr. Wallace, Mr. LABOUCHERE said the Commissioners of Post-office inquiry had recommended the abolition of the Postmaster General's Office, but the Treasury had deferred acting upon it till the evidence on which the recommendation was grounded was received; a very full and ample report would be made of all the packet stations.

Mr. HUME called attention to the fact of the Duke of Cumberland persisting in remaining at the head of the Orange Lodges, and to the general order issued from the Horse Guards against military officers attending such lodges, and concluded by moving for a return of the names of officers dismissed for disobedience of such order. After some discussion, Lord HOWICK, to spare individual feelings, suggested that the return be of the number without the names, with which alteration the motion was agreed to.—Mr. HARVEY moved for the appointment of a Select Committee to which all Railway Bills terminating within seven miles of the Royal Exchange should be referred, but it was withdrawn, and a suggestion of Mr. GOULBURN adopted, that where several railways were suggested of a similar kind, a Committee to determine the best line.—Lord J. RUSSELL obtained leave to bring in a bill for the better registration of births, deaths, and marriages, and to amend a law respecting the celebration of marriages. Dissenters to be allowed to marry in their own places of worship, and those who viewed marriage as a civil contract to be allowed so to contract it, after entering their names for a prescribed period in a register to be kept for the purpose. A general register of all marriages would be kept. As to burials, he hoped at a future period to produce a bill satisfactory to Dissenters. London and Oxford refusing to concede degrees to Dissenters, the CHANCELLOR of the EXCHEQUER proposed introducing a bill for a New University, that would remove the just complaints of Dissenters.—Sir R. PEEL said if the Dissenters were satisfied, he should not complain, but if they were, he was astonished at his own bill last year not satisfying them.—Mr. BARING said the former bill was good, but the present was better, as it removed all the great objections.—On the motion of Mr. EWART the Prisoner's Counsel Bill was read a first time.

In the Lords on Monday, nothing was done beyond the presenting of a few petitions by Lords Wynford and Wharncliffe.

In the Commons, Mr. ROEBUCK moved for an inquiry into the administration of justice in the Mauritius. He charged many of the public functionaries there with holding slaves contrary to law, and contended that the treatment of Mr. Jeremie ought to be inquired into by Parliament.—Sir G. GREY defended the conduct of Government, and objected to any further proceeding at this moment, as calculated to revive the excitement that had subsided. After a long discussion, the motion was lost by 227 votes against 69.—Mr. SCROPE obtained leave to bring in a bill for the relief and employment of the destitute poor in Ireland.—Lord MORPETH said the subject was under Government consideration, and he hoped to be able to do something beneficial in the course of the session.—Returns were ordered, on the motion of Mr. HUME, of the surcharges on assessed taxes.—THE CHANCELLOR OF THE EXCHEQUER hoped to be able to remove all just complaint of vexatious surcharges.—Mr. C. BULLER presented a petition from Mr. Vigors, for an inquiry into the Carlow elections of 1832, 1833, and 1834. Ordered to be printed and circulated.

On Tuesday, the proceedings in the Lords were confined to the presenting petitions.

In the Commons, Mr. P. M. STEWART suggested that where several petitions for railways on the same road be presented, that they all be referred to the same Committee.—After some conversation, it was agreed the subject should be renewed next Monday.—Mr. HARDY renewed the Carlow election discussion, as respected the transactions between Mr. O'Connell and Mr. Raphael. The subject was a bargain for a seat in the House, and he could not conceive that all the money could have been expended; but whether the money went into the pocket, or went to extend the influence of Mr. O'Connell, the transaction was equally corrupt. He referred to the letters of Mr. O'Connell, to show the pertinacity with which he required the fulfilment of the money stipulations of the bargain; and concluded by moving the appointment of a select committee, to inquire and report into the circumstances of the traffic and agreement between the parties.—Mr. O'CONNELL called the resolution an exceedingly paltry one; the object of which was to punish him for his attempts to put down Toryism, and not for any thing in the Carlow election business. He believed the gentlemen opposite would not have the mockery to pretend to impartiality. He defied the charge, and all he asked was an independent committee and a full inquiry. The hon. gentleman then entered into a minute vindication of his conduct throughout the business with Mr. Raphael.—The motion was, after an interesting and long debate, carried, with an amendment of Mr. Warburton's, that the Committee inquire how Mr. Raphael's money was expended.

The Lords did not sit on Wednesday.

In the Commons, Mr. EWART moved the first reading of the Prisoners' Counsel Bill, which was carried by 179 against 35, being a majority of 144 in its favour.—Returns of the sums issued for public works in Ireland were ordered to be made.—Mr. HUME moved that the Committee on the New Houses of Parliament do inspect all the plans laid before the commissioners by architects, and inquire the estimates of expense of each.—Sir R. PEEL objected that it was a needless re-opening of the question. The motion was lost, 48 only voting for it, and 120 against it.

In the Lords on Thursday, on the motion of Lord WYNFORD, a select Committee was appointed to take into consideration the distressed state of agriculture.—Lord LONDONDERRY gave notice he should move on the morrow for the production of certain documents connected with Spanish affairs.

In the Commons the Greenwich and Gravesend Railway was introduced by Sir W. GEARY, and read a first time.—Lord MORPETH gave notice that on the 25th of March, he should move that the part of the King's speech on tithes in Ireland be taken into consideration. He also moved for leave to bring in a bill to amend the constabulary force in that country; leave granted.—Mr. WARD proposed certain regulations for obtaining correct returns of Members and names on divisions of the House, which was agreed to.—Lord DUDLEY STUART postponed his motion on the policy of Russia towards this country.—Mr. WALLACE deferred his motion for a commission to go to Carlow, to examine into the allegations in Mr. Vigors' petition.

MINING STATISTICS.

THE MINING DISTRICT OF SAINT IVES AND ITS NEIGHBOURHOOD

Is principally comprised within a circuit of not much more than two miles in diameter, taking Trink Hill as a centre. The prevailing rock is granite, although slate (green stone) appears on the banks of the Hayle River and Estuary. The largest landed proprietor in the district is James B. Praed, Esq. M.P. (for the county of Bucks) of Trevethow; and James Halse, Esq. M.P. for the borough of Saint Ives, is the principal adventurer.

The aspect of the surface presents little but rugged granite hills, generally covered with heath and furze, but spotted with the houses and small enclosures of the working miners. The mining operations here being generally on a smaller scale than in the central parts of the county, a person accustomed to the latter, where are extensive heaps of rubbish drawn from beneath, and impregnated with cupreous particles and other substances destructive of vegetation, will be surprised at the scarcity of such objects. The "shaft piles" are fewer and smaller, and many of those which exist are covered with grass, heath, or furze; for the action of atmospheric causes on the granite soon decomposes it, and the scarcity of poisonous minerals permits their rapidly obtaining a vegetable covering. Yet the whole reminds us of a "tin country;" the characters of the soil and surface have a distant resemblance, whether we look at St. Just, Lelant, Breage, Wendron, St. Agnes, Roche, Linkinhorne, Hingston Down, or Dartmoor; each, doubtless, modified by local circumstances, but still yielding obedience to some general principle.

Wheal Reeth is worked in granite, and its entire produce is tin; it is supposed to have been worked at a very remote period, as coins of upwards of 300 years old are said to have been found in some of the shallower parts of the mine. The labours of the present adventurers were commenced at about 60 fathoms under the adit, and have been extended to 180 fathoms beneath the same level; the principal workings are on one (the south) lode, although some extent has been made on the north lode. The quantity of water, at so great a depth, is so small that the whole drainage is effected by a steam-engine of 36 inches cylinder. The profits in the present working, which has been for about fifteen years, have been not less than £60,000. The prospects are now of a very gloomy description.

Saint Ives Consols, consisting of the Ransom and Wheal Mary, is the most extensive mine in the neighbourhood, being now more actively worked than Wheal Reeth. It is also entirely in granite, and tin is by far the largest portion of its produce, although it also affords a very little copper ore. The present adventurers have worked it about sixteen years, and have realized a profit of between £20,000 and £30,000; they commenced at the 17 fathom, and have since sunk it to 117 fathoms under the adit. The greatest produce has been from the "caboun," a vein of a very peculiar character. A 50-inch engine is sufficient to command the whole drainage. The present appearances are very encouraging.

Balnoon, comprising the old adventures of Balnoon, Halnoon, Vervis Downs, and Wheal Nicholas, is one of the most ancient mines in the neighbourhood. About 120 years since it was very extensively worked, and owing to the supports of the subterranean excavations giving way, a "run," or falling together, which extended to the surface, took place, its effects are still very conspicuous. Two of the labourers were engulphed, and their remains have never been extricated. It is in granite, and tin is its only produce; the regular lodes are small, and not very productive, excepting where they fall in with masses of tin ore comparatively insulated (a curious feature peculiar to this mine), and then they are often large and productive. The present adventurers have worked the mine about nine years, and made a profit of somewhat about £3,000; they commenced at about 30 fathoms deep in the part called the "Goath," which has latterly been very poor, but is at present rather improved. The deepest part of the mine is North Vervis, which is 60 fathoms below the adit, and the lode is in some spots 20 feet wide. An engine of 30 inches cylinder draws the whole of the water out of four different shafts. The mine looks very kindly.

Wheal Mary joins Wheal Reeth on the south, and is worked to a depth of 70 fathoms under the adit, in the granite, producing tin only. An engine of 30 inches cylinder draws the whole of the water. One lode only is worked to any extent, and although commenced but three or four years since, they are now profiting at the rate of £1,500 per annum, with very flattering prospects for the future.

Tin Croft Consols adjoins Wheal Mary on the west; tin is yet its only produce, and granite the rock. A steam-engine is in course of erection, of course, until the drainage is effected little can be said with certainty; but the appearances are said to be very encouraging.

West Poldice was worked about 80 or 90 years since under the name of Wheal Strawberry; it is in slate, and yields both tin and copper ores, the former, however, at present, prevailing. But little is doing on more than one lode; on this, the deepest level is about 40 fathoms under the adit. The indications encourage sanguine hopes that the produce will soon pay "costs" which is not now the case.

Providence Mines consist of the Old Wheal Providence, Comfort, and Laity, and are all in slate; the first producing copper, and the others tin ores. They are on the very verge of Hayle river, yet a steam engine of about 30 inches cylinder, removes all the water. This first is about 40 fathoms under the adit; in the others the water is accumulated, but the concern can scarcely be yet pronounced to be in full operation.

Wheal Trenwith is worked chiefly on but one lode, in slate, which produces copper ores; it is about 80 fathoms under the adit, and the present operations are not extensive; an engine of about 24 inches cylinder keeps the water. Within about 14 years, during which the mine has progressed, a profit of nearly £20,000 has been realized.

Tyringham Mines join Wheal Reeth on the east, and are not yet in a regular course of working, the deepest part being but about 10 or 15 fathoms. A steam-engine of 24 inches cylinder draws all the water, and at the same time works a stamping-mill. The mine is in granite, and tin its only produce.

This closes our brief enumeration of mines at work; but there are many others now idle, viz.:—Wheal Margery, in slate; Wheal Speed, on the junction of granite and slate; Wheal Kitty (since called Lelant Consols,) Wheal Ninnis, Rosewall Hill* (latterly named Wheal Union,) West Wheal Reeth, and Wheal Praed, in granite; and possibly there may be others which have escaped our recollection. Excepting in Balnoon, the directions of the "lodes," are not very far from east and west, and of the cross "courses" (in this district denominated *trauns*) about north and south. It will occur to our readers, who are not very conversant with the neighbourhood, that the quantity of water compared with the depth of the mines, is exceedingly small; a fact, however, which we believe is of pretty general occurrence in granitic districts. After we have noticed some other of the tin mines of the county, we hope to return to the modes of dressing the ores, of which those practised near St. Ives afford some instructive peculiarities.

* On the summit of Rosewall Hill, about two and a half miles west of Saint Ives, is a very large Logan rock, which the force of two persons is sufficient to put in very perceptible motion. It is a flattish tabular mass, and we think its existence is not generally known.—*West Briton.*

ADVANCE IN THE PRICE OF IRON.—It will be recollected that, in the beginning of December last, an advance of 1*l.* per ton took place in the price of manufactured iron; another advance of 1*l.* per ton occurred on the 7th of January; and we have now to state that a third advance of 1*l.* per ton on all descriptions of manufactured iron took place on the 18th, making a total advance of 3*l.* per ton in the course of about six weeks. A meeting of the Welsh iron-masters took place on Tuesday the 12th ult., at which it was unanimously agreed to advance the price of bar iron 2*l.* per ton, making the total advance of 4*l.* per ton since the 1st of September last. We understand (says the *Merthyr Guardian*) that some of the largest iron-masters argued that such an increase of price would only tend to glut the market, and that its usual consequence, great depression, would follow. The majority, however, considered that the present state and prospects of the trade justified the advance, and it was determined upon. To "make hay while the sun shines" has generally been an undisputed maxim, and we therefore trust that the result will be a permanent, as well as a successful harvest. We also understand that it was generally determined to make a spontaneous advance of wages, so that the workman might have his share in the present prosperity of the trade. The common report is that the wages of all branches will be advanced 10 per cent. We hail this intention, which will be found as politic as it is liberal.—*Birmingham Advertiser.* We hear that the price of iron was raised 2*l.* per ton at the Low Moor and Bowling iron-works, on Monday last.—*Leeds Mercury.*

PORTH CAWL PYLE, GLAMORGAN.

Sir,—Being a resident in this neighbourhood, and having heard much against the port by prejudiced and interested persons, I have been induced, as an old sailor, to pay particular attention for the last three years to the circumstances of this harbour; and from a cool review of all that may be said against or for it, I have no hesitation in saying that taking it in all its bearings, it is certainly superior to most of the *pier harbours* round the coast which are wholly artificial, *i. e.* where there is no natural inlet, such as the mouth of a river, &c.

I may, perhaps (without incurring the imputation of egotism), be allowed to lay claim to some knowledge in these matters, when I acquaint you that I have been a master in the royal navy for twenty-five years, and that I was several years of that time employed as Maritime Surveyor to the Lords of the Admiralty; and feeling, as I have long done, that the unfounded reports which have gone abroad respecting this harbour are likely to be injurious, not only to *its* trade, and that of the proprietors of the immense coal fields in its neighbourhood, but also to that of your mining friends in Cornwall, by keeping them out of one of the best coal markets in South Wales, I have considered it right to open the eyes of the public on this subject by forwarding to you (as the most likely vehicle to give them publicity) some practical directions for *mooring* and *entering* this unjustly abused port.

I am, sir, your most obedient servant,

Porth Cawl Pyle, Glamorgan, 8th Feb., 1836. NAUTICUS.

DIRECTIONS.

Porth Cawl is a small pier harbour in the county of Glamorgan. It lies a little to the northward of a line connecting the Mumbles Head and the Nash Point, and is about two-thirds of the distance from the former to the latter. This harbour, which has now become much frequented by coasters and vessels in the coal trade, affords excellent shelter all round the compass, being protected from the prevailing westerly gales, not only by the walls of the pier and Porth Cawl Point, but is further secured by an extensive breakwater, in a south-easterly direction.

A railroad runs from the port eighteen miles up among the mountains, which abound in iron, and the finest coals in the principality; both of which are shipped at the port in considerable quantities.

Vessels approaching this harbour from the westward with a leading wind, after bringing the Mumbles Light to bear N. by E., should not bring the Nash Lighthouses to the southward of S.E. by E. until Newton Down Mill (which may be distinguished by a clump of fir trees to the N.W. of it) comes midway between Porth Cawl Inn and the Rhwychwns farm house; the mill will then bear N.E. by E. (easterly); this mark will lead midway between the eastern end of the Skerweathers and the western end of the Nash Sand; the water shoaling gradually from ten or eleven fathoms at low water all the way to the shore. If, however, the wind should be scant to the northward, with a flood tide, which here runs strong, it would be advisable to haul to the northward as soon as the mill comes on with the farm house. Porth Cawl Inn will be readily known by its presenting a broad white gable to the westward, with the southern front yellow; and the farm house (which is about a mile to the N.W.) is a low thatched building, yellow washed, with small out-houses or sheds round it. Working the mill on with the farm house when standing to the northward, and on with the Inn when standing to the southward, is a good turning mark; the channel about two miles and a half wide. Vessels bound to this port in strong westerly gales should carry sufficient sail to keep to windward until about four hours flood, when they may bear up, and run for the harbour by the above marks, observing, that when within about half a mile of the shore, the point of the breakwater will be seen on the starboard bow; this must be passed to the eastward, giving it a berth of about a quarter of a cable's length, luffing up immediately to the northward; and if you cannot fetch in through the entrance, which is just to the northward of the S.E. angle of the basin, let go the anchor as near thereto as possible, where the water will be perfectly smooth, and boats will come out to take ropes on shore to haul the vessel into the harbour. A reef of rocks runs off to the southward and westward of Porth Cawl Point, which should not be approached nearer than three or four cables' length.

In coming from the eastward there is a passage between the eastern end of the Nash Sand and the Nash Point, with from four to six fathoms; this channel, however, is narrow, and the marks by no means sufficiently distinct to authorize a stranger in taking it, unless with a leading wind and fine weather; particularly, as at nearly the eastern extremity of the sand, there is a patch extending upwards of a mile and a quarter to the N.W. which dries at about half ebb. The mark for going through this passage is the ruins of an old tower over Dunraven Point (which is a shelving and projecting rocky point, about three miles to the N.N.W. of the lighthouses), or with a yellow house on the top of Southern Down (called Groe's Farm), bearing north; this mark must be kept on until the low lighthouse bears S.S.E. ½E., when a course should be shaped on the opposite bearing; this course will lead clear to the south ward of the Tusker, about two cables' length; and when the Breakwater Point bears about N.N.E., you may then run for it. It should, however, be observed, that as the stream of tide sets across the sand, particular attention should be paid (in light winds) to keeping the *low* lighthouse on the above bearings.

The Turker is an extensive field of limestone rock, lying between the Port and the Nash Point, and is about one mile and a quarter from the former; it is nearly circular, and is a large half mile across; it dries at about half tide. There is a passage between this rock and the main, with nine feet in low water; it should not, however, be attempted by a stranger at that period of the tide.

In working through between the Nash and the Maine, it will be necessary to go about on the first shoaling by the lead, on both tacks, and this must be observed all the way down to Porth Cawl.

When working down outside the sand with the wind to the westward of N.W., it may be frequently serviceable to know that there is a swatchway through the Nash Sand, a large half mile in width, with not less than twelve feet water. The mark for going through this swatch is Newton Down Mill, on with Newton Church tower; the house also in Newton Bay (called the Bathing, or Red House), is on the same line, bearing N.N.E.½E.; this mark leads close to the western side of the Tusker.

About two-thirds of a mile to the southward of the breakwater there are two rocky patches, over which the sea breaks violently in westerly gales, but as there is not less than seven feet on them at low water springs, *they need not be feared* at any time of tide, when there is water in the harbour.

When waiting for water into this harbour, with the wind from the westward, in unsettled weather, it is far better to keep to windward, under sail, than to anchor off the breakwater, as the bottom is loose sand and does not hold. The tide here flows on the full and change till six o'clock. There is between the pier heads twenty-one feet water on high strings, and nine feet on low neaps at high water; but ordinary springs and neaps produce respectively about eighteen and eleven feet. At very low spring ebbs the beach dries for ten or fifteen fathoms outside the breakwater.

In making for this harbour with a fresh breeze, it is always requisite to have an anchor ready for letting go, to bring the vessel up if necessary, the harbour being only 200 feet across; but in easterly winds the anchor must be let go from the stern, at a greater or less distance outside the entrance, according to the strength of the wind, veering the hawser with a turn as you run in: hence it is manifest that, under such circumstances, the harbour should be taken under as little sail as is possible to keep the vessel under command.

Licensed pilots are always in readiness to attend on vessels arriving here; it is, therefore, simply necessary that masters of vessels should have an anchor clear for letting go, either forward or aft, according to the wind being from the west or eastward, with a sufficient number of hawsers on deck clear for running.

This harbour possesses the additional advantage (to vessels from Cornwall) of being from eight to ten leagues to windward of Cardiff and Newport, with the prevailing westerly winds, which alone may frequently be the means of saving an entire voyage.

BOLIVAR MINING ASSOCIATION.

A special general meeting of the proprietors of this association was held at the office, No. 9, Austin Friars, on Friday, the 19th instant, for the purpose of electing two new managing trustees. The meeting was numerously attended.

John Routh, Esq., in the chair.

The chairman having read the advertisement convening the meeting, stated that the new trustees proposed to be elected, were Rich. Sommers Gard, Esq., of Lombard-street, and John Shewell, Esq., of Throgmorton-street. This proposition was put to the meeting, and unanimously agreed to. The chairman then read a letter from the company's agent, dated Tucacas, Dec. 31, received by the packet on Wednesday last, giving information respecting the state of the company's affairs, extracts from which will be found in our journal of this day, under the head of "Correspondence from Foreign Mines."

Thanks were then voted to the trustees, and the meeting separated.

Having given at length the report of the proceedings of the Brazilian company, with much foreign correspondence, we are compelled to be thus concise.

Railroads in Russia.—The *Swabian Mercury* says that Russia is determined not to be behind the other continental countries in the establishment of iron railroads, the Emperor having already approved of plans for laying such roads from St. Petersburgh to the royal residences of Zarsko Zelo and Petershof, one six and the other eight leagues from the capital.—*Morning Herald.*

PROPOSED METHOD OF LIGHTING COAL-MINES.

Anxious to promote, so far as is in our power, any measure which may tend to the preservation of life, without offering an opinion on the effectiveness of Mr. Booth's system, we willingly give admission to the description as follows, illustrating the same with a wood-cut. We deem it right, however, to observe, that our attention has been directed to a letter; of Mr. E. H. Desvignes of Bride-lane, Golden-square, in which that gentleman states, that ten months since an apparatus, on a similar principle, was invented by him, and which can be inspected on any day.—Edit. M.J.

The annexed engraving represents a vertical section of a coal mine, with its downcast and upcast shafts as marked on the sketch.

Within the downcast shaft is fixed the feeding main, which is a pipe leading from the surface to the bottom of the pit, and thence proceeding under and along the pavement to any distance, and in any direction that may be requisite: its progress is here marked by the letters A, A, A, &c. This pipe (having another inserted) is for the purpose of carrying atmospheric air and gas to the several burners, *a*, *a*, *a*, &c.

B, B, B, B, B, is the evacuating main for conveying the products of the combustion, which pass along until they reach the upcast shaft, when they ascend to the mouth of the pit (and higher if necessary) where they are dispersed in the atmosphere. This main is carried along the roof of the pit, as high as it will allow.

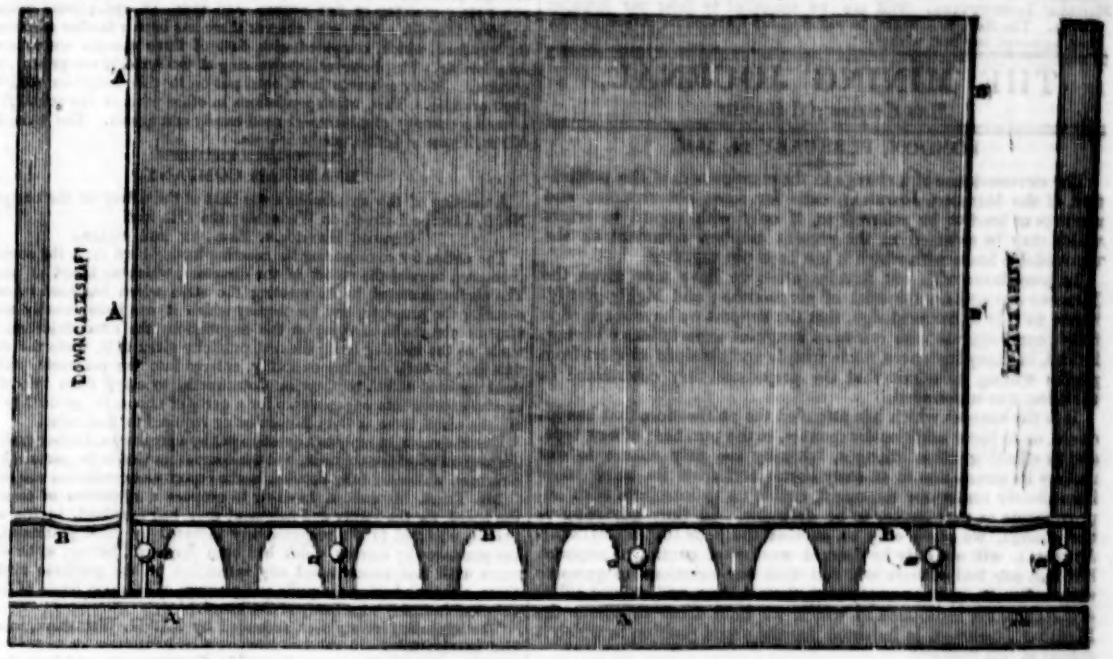
The supply of air and gas to the burners may easily be regulated by stop-cocks, and the lighting of the lamps may be accomplished, without exposure, by means of one or other of the various modes of producing instantaneous light, called lucifers, cupyrions, &c., acted upon by a wire passing through an air-tight aperture. Each lamp may be separately extinguished and unscrewed from the mains, so as to be cleansed when necessary, while the others are left burning.

For working in narrow excavations, a moveable lamp may be supplied with air from the nearest part of the feeding main, by means of a flexible tube (similar to that of a beer engine) furnished with screws and stop-cocks, so as to be lengthened by additional pieces, or shifted to other stations at pleasure. From the required length and flexibility of this air-tube, it might be difficult to insert a gas-pipe, and probably oil only could be burnt. The distance, too, to which the lamp would, in some cases, need to be carried, might render it impracticable to convey the produce of the combustion to the evacuating main; but, nevertheless, it is presumed that the lamp might be made perfectly safe:—in the first place, by having the chimney of sufficient length to prevent the possible egress of the flame; and secondly, by providing that the heated vapour, before mingling with the atmosphere of the mine, should have to pass through small holes, similar to those in the rose of a watering pot, and which holes might be lengthened into tubes, or even passed through water, if found necessary. The inflammable gas of mines, if it enter the Davy lamp, must be carried along with the current that supplies the flame, and would not readily pass into this insulated lamp, the current of which would always press outwards.

The proposer is aware that the preceding is merely a sketch of a general principle, which will require to be modified according to particular circumstances. He acknowledges, too, that in many cases, its adoption would lead to much expense; but as a counterpart to this may be placed the annual saving, from premature destruction, of a great number of valuable human lives.

David Booth.

Charlotte-street, Bloomsbury, Feb. 8, 1836.



Russian Imports and Exports of Gold.—The *Commercial Gazette* of St. Petersburgh, of January 23, contains tables of the exports and imports of gold and silver from 1824 to 1834, showing that, during that period, there had been imported to the value of 296,911,774 roubles; exported to the value of 48,373,477 roubles; and there remained in Russia to the amount of 248,538,294 roubles. The value of the gold obtained from the mountains of Ural during the same period was 163,280,000 roubles, and of platina 8,999,712 roubles. If to these two sums is added the above 248,538,294 roubles, it will make a gross capital of 420,818,616 roubles in paper money, which, reckoning the rouble at 10*d*, equals 18,375,000*l*. sterling.—*Morning Herald.*

Accident.—On Friday morning, about seven o'clock, as the workmen of the colliery of Messrs. John Hopwood and Co., at Barnsley, were going to their work, two men and two boys descended the shaft of the pit in one corve, when, owing to the corve catching the conductor, both the men and one of the boys were precipitated to the bottom, a depth of eighty yards, and were instantly killed. The other boy caught hold of the chain that bears the corve, and reached the bottom of the pit without injury. The names of the deceased are Frank Haigh, aged thirty-five years; his son, aged nine years; and William Barrett, aged eighteen years. Haigh had his son in his arms when the dreadful event took place.—*Sheffield Iris.*

Iron. Cast and wrought iron and steel exported Declared value in 1834, £1,406,872; and in 1835, £1,680,000; being an increase of 19 per cent. in one year.—Annual average (five years), 1820 to 1824, 90,283 tons; 1825 to 1829, 87,237 tons; 1830 to 1834, 142,071 tons; increase 62½ per cent.—Prices of bar iron at the works in Wales—1835, April 1, £7 per ton; September 7, £7 10*s*. per ton; October 7, £8 per ton; December 7, £9 per ton. 1836, January 7, £10 per ton; January 18, £11 per ton.

Hardware exported. Annual average—5 years.

1820	1824 ..	9,772 tons ..	£1,248,082
1825	1829 ..	11,635 — ..	1,345,645

Being an increase in the last ten years of sixty per cent. on quantity—nineteen per cent. on value.

Railroad from Frankfort to Mentz. The Governor of the Federal fortress of Mentz raises objections to the proposed iron railroad from Frankfort to Mentz, along the left bank of the river, as interfering with the defence of the fortress; the nature of the ground on the right bank of the river is such as to render a railroad on that side almost impracticable.—*Morning Herald.*

Colliery Explosion. The jury have terminated their investigation of the circumstances attending this fatal occurrence. The explosion was quite accidental, inasmuch as no blame could be attached to any person, either for inattention or neglect, except the probable neglect of the boy Cummings, whose duty it was to keep the trap-door closed, only when it was required to be opened to allow the carriages to pass through; and, the boy being one of the *sufferers*, it cannot to a certainty be ascertained under what circumstances the foul air accumulated, except his duty had been so neglected. It appeared in evidence that the safety-lamp was not in use at the time, and that small candles were the lights used; and that if the *safety*-lamp had been in use, the explosion would not in all probability have taken place. The verdict returned by the jury was, "That the deceased had come to their deaths by the accidental explosion of a quantity of inflammable air in the pit."

Lead. British pig lead at this moment bears the high price of twenty guineas a ton, being an advance of nearly 100 per cent. upon that article within the space of twelve months, and with the prospect of the price increasing.

Sawing Extraordinary. The following surprising feat was performed by two men in six successive days, named Daniel Hughes and William Thompson, his mate, employed by Messrs. Paul and Son, timber-merchants, Golden-square. They cut upwards of 3,000 feet, superficial measure, of pine board, the width being nearly two feet. The amount paid them for this was upwards of 6*l*. In order to perform this most extraordinary task, they made 248,544 perpendicular motions with a saw and frame weighing 30lb.; they must, therefore, have lifted the immense weight of 7,456,320lb. This is not making any allowance for the strength necessary to draw the saw through the wood, which must require a triple-fold amount, so that the quantity of strength required to accomplish the feat would not be less than equal to 22,368,960lb. weight.

COPELAND, Mayor.

A COMMON COUNCIL, holden in the Chamber of the Guild-hall of the City of London, on Wednesday, the 17th day of February, 1836:

Resolved, That the sum of £210 be subscribed from this City's funds in aid of the subscription now in progress for the relief of the suffering Protestant Clergy in Ireland, and that the Court, in making this grant, considers it expedient to record the expression of its regret, that by the effectual resistance hitherto opposed by one branch of the Legislature to measures calculated to tranquillize Ireland, by removing from the payment of tithes much of the occasion of vexation, animosity, and violence, any portion of the Protestant Clergy of that part of the Empire should be placed under the necessity of appealing to private benevolence.

WOODTHORPE.

TO BE SOLD BY PRIVATE CONTRACT BY MR. GRYLLS,

REDRUTH, the following SHARES IN MINES:

One 192d in Treuavean.
One 128th in East Pool.
One 96th in Wheal Tolgus.
One 99th in Polgooth.
One 128th in Charlestown United Mines.
One 128th in West Poldice.
Four 128ths in Wheal Silver.
Two 128ths in Rosmullan.
One 60th in Wheal Ellen.
One 128th in Wheal Providence.
One 112th in Beam Mine.

All Letters must be post paid.

Dated Redruth, February 18, 1836.

THE THAMES TUNNEL.—NOTICE to BRICK-MAKERS.

Proposals will be received at the Thames Tunnel Office, Walbrook-buildings, for the supply of the best picked STOCK BRICKS, in such quantity as may be required, and in conformity with the specification there to be seen. For any further particulars, application to be made to the resident Engineer at the Thames Tunnel Works, Rotherhithe.

J. CHARLIER, Clerk of the Company.

Walbrook-buildings, Walbrook, Feb. 10, 1836.

N.B. The TUNNEL is open to the Public every day (Sundays excepted), from Nine in the Morning until Dusk.—Admittance One Shilling.

GEOLOGICAL AND SURFACE MAP OF THE PRINCIPAL MINING DISTRICT OF CORNWALL; shewing the nature of the ground, with the lodes and courses, elevations of hills, and of the ground throughout, depths of mines, adits, and other interesting information; together with Sections and Geological Views on separate sheets, and a Report, by RICHARD THOMAS, Civil Engineer. The whole work published at 1*l*. 11*s*. 6*d*., by Messrs. Cary, St. James's-street, and may be had of the Booksellers in Cornwall.

And, by the same Author,

THE MINERS' ASSISTANT;

Containing Instructions for Surveying Mines and Works connected with them, with needful Tables for facilitating the various operations; published by Mr. Trathan, Falmouth, price 5*s*. 6*d*.

CHART OF THE SEVERN,

From below King's Road to above Gloucester, including the River Wye to Chepstow; with sections relative to the tides, rocks, and shoals of those rivers; accompanied with directions to navigators; size, 6 feet by 2; scale, 2 inches per mile; price 2*l*. 2*s*.

HINTS FOR THE IMPROVEMENT OF THE NAVIGATION OF THE SEVERN, which may be applicable also to other navigations, price 1*s*.

THE DOCTRINE OF ESTATES AND ANNUITIES,

Held for lives or terms of years, and Assurances on Lives, explained on plain arithmetical principles, with extensive Tables of their Values, &c. The work contains methods (never before published) of finding the values of Life Annuities and Assurances; with Logarithmic Tables, formed expressly for the purpose, by which these calculations may be performed by very simple operations. Price 7*s*.

HISTORY OF FALMOUTH,

Price 5*s*.

Any of these Works may be had of Mr. Trathan, Falmouth, and of other Booksellers.

FRENCH, GERMAN, ITALIAN, SPANISH, &c.

CIRCULATING LIBRARY, exclusively devoted to FOREIGN LITERATURE, by J. WACEY, Foreign and English Bookseller, No. 4, Old Broad-street, Royal Exchange.

Class I.—Subscribers paying 5*l*. 5*s*. the Year, 3*l*. 3*s*. the Half-year, or 1*l*. 16*s*. per Quarter, are entitled to eight volumes in town, or sixteen in the country; with New Works and Periodicals.

Class II.—Subscribers paying 4*l*. 4*s*. the Year, 2*l*. 12*s*. 6*d*. the Half-year, or 1*l*. 11*s*. 6*d*. per Quarter,—six volumes in town, or twelve in the country; with New Works and Periodicals.

Class III.—Subscribers paying 3*l*. 3*s*. the Year, 2*l*. 2*s*. the Half-year, or 1*l*. 5*s*. per Quarter, four volumes in town, or eight in the country.

Class IV.—Subscribers paying 2*l*. 2*s*. the Year, 1*l*. 1*s*. the Half-year, or 12*s*. per Quarter, two volumes in town, or four in the country.

Monthly Subscription, Eight Shillings.

Great additions of very interesting Works have been made, to the French and German part particularly.

Terms may be had; also at T. Boosey and Co.'s Foreign Music Warehouse, 28, Holles-street, Oxford-street.

DUCHY OF CORNWALL.

STANNARIES.

A SERIES of LETTERS by GEORGE CONCANEN, in the nature of an Exposition of Sir George Harrison's Report, will appear in the Mining Journal exclusively. Letter No. I. next week.

NOTICES TO CORRESPONDENTS.

THE MINING JOURNAL.—The present number, with new type and new arrangements, will enable us to give increase of matter; at same time we invite our friends to furnish their communications early, more particularly advertisements, that we may be early also.

NOS. 1 and 2.—We shall feel much indebted to parties possessing extra copies of these numbers, by their transmitting them to the office, and any reasonable charge we shall be happy to defray, being anxious to complete sets.

WHEAL GILBERT.—*Erratum.*—In our last week's paper Mr. Magor is styled Secretary, whereas it should have been Chairman. Mr. Grylls is the Secretary.

PUBLIC COMPANIES.—The reports of the meetings of Candonga and Carn Grey are postponed; and that of the Bolivar is necessarily condensed.

RAILWAYS.—Our Liverpool Correspondent has our best thanks; his wishes shall be complied with next week, when we hope, as on future occasions, to have more space and time to devote to the subject, of which we feel the full importance.

MAP OF CORNWALL.—In progress.

MINING REVIEWS.—In reply to Amicus—the next number will appear, we understand, in about three weeks.

SLATE QUARRY.—In reply to a correspondent, we have no knowledge of the quarry, and can only refer to the advertiser.

X. Y. Z.—Must give us his name.

SHARE LIST.—Although extended, we do not assume to be perfect. Corrections will be esteemed a favour.

MINERS' INSTITUTION.—Still are we compelled to defer our intended notice. The Rev. F. J. Hext, to whom we are indebted for several papers, has, however, our best wishes.

THE MINING JOURNAL,

And Commercial Gazette.

LONDON, FEBRUARY 20, 1836.

The circumstance of a change in the management of the publication of the MINING JOURNAL calls for some observations, and requires at least to be referred to, if only with regard to errors which may be detected in the present number, attendant on the unavoidable haste with which it has been put together.

In accordance with our first intention we have now given the MINING JOURNAL a fair trial of six months; and highly gratifying to us it is to acknowledge, that the support we have received is fully commensurate with our most sanguine expectations; having, indeed, in many instances, made friends and obtained support from parties willing to admit that the prejudices they entertained in the onset was unfounded.

It is the success which has attended the publication, that has induced us to incur additional expenses, in the purchase of new type, and in effecting other changes, whereby me may ensure to our readers its circulation at an early hour; and from its being more immediately under our command, enable us to introduce such improvements as may appear to be desirable. In thus adverting to the change, we have only to express the hope that the MINING JOURNAL will not only be deemed worthy of continued support, but that our Subscribers will feel that our exertions to promote their interests, and to comply with their desires, will at least afford evidence of the estimation in which we hold those to whom the MINING JOURNAL is indebted for the proud position in which it stands at this moment.

The subject of Railways so engrosses the public attention, that we cannot avoid making some remarks on the speculations of the day, for so we must designate them, when we look to the process at which the Shares "change hands."—As a mode of investment, there cannot be a doubt that where caution is exercised, where estimates are prudently made, but not hastily arrived at, Railways form a legitimate and safe investment; but that the value of the Shares are upheld by jobbing in the Market, and not by their intrinsic value, must be apparent to all who will watch the nature of the operations. We would not, however, by this observation wish to throw discredit on all concerns at high premiums, but even to those which are good in themselves we would wish to invite attention, and a few words, or rather figures, will suffice to effect our object; and we trust that Parliament, in dealing with the Bills introduced, will not only look to the estimates but to the state of the Market, that they will look to the contract deed, and inquire, at the time of application to Parliament and passing through the Committee, what proportion of the Shares are held by the original projectors, and who are the real holders of the Shares; for contract deeds are too frequently but little to be relied upon, as, in most cases, the Shares have been so transferred, that it is difficult to say who are the holders; while, in many instances, they would be found unable to pay one tithe of the amount required for the fulfilment of the work: and hence the discounts to which concerns of this and a like nature fall, from the circumstance of the inability of the holders to retain the possession of their Shares, and pay the required instalments. On the other hand, it is right to observe, that the monied interests of Liverpool and Manchester particularly are embarked largely in investments of this nature; but we give them not the credit which many do for the cautious application of their funds, for we would inquire what know they, in many instances, of the merits of the line in which they embark their capital.

We must not, however, dwell on the subject, we are aware that it is far from pleasing to many; nor should we have again adverted to the *mania*, for we can give it no other appellation, were it not for the extremes to which *speculation* is carried in these matters. Assured as we are that there *will* be a *re-action*, which will necessarily affect the monetary interest generally. But to the object of the present remarks, which are indeed but a re-echo of those of some two or three months past, and to which we should not have recurred, but for the extreme prices to which the Shares have been *artificially* carried in one or two instances, will illustrate our position. Let us then take the London and Birmingham, with 25,000 Shares, the amount paid on which is 1,250,000*l.*, and the market value 3,125,000*l.*; Great Western, 25,000 Shares, 250,000*l.* paid, the market value 825,000*l.*; London and Brighton (Stephensons) 10,000 Share's, 50,000*l.* paid, the market value 190,000*l.* In these four companies alone, it would therefore appear, that a subscribed capital of 1850,000*l.* represents the sum of 4,450,000*l.*, according to the price of Shares, as quoted in the official lists. To these we may add the several other Railway companies upon the market lately introduced, and which may be considered as forming not more than one-third of those projected. The number of shares being 241,600, the amount subscribed 583,000*l.*, the market value 1,765,500; and thus showing with the four companies cited above, no less an aggregate than 321,600 shares, 2,433,000*l.*, money paid, 6,215,500*l.*, market price; or an excess of 3,762,500*l.* in the shape of premiums upon their subscribed capital.

Thus, having afforded an opportunity for our readers to draw their own deductions, we would, in conclusion, only observe, that however beneficial the various lines may be to the original contributors, those who purchase at the market price will do well to reflect ere they resolve.

THE FUNDS.

The operations in the market this week may be said to have been principally confined to Railway Shares, for such has been the anxiety of the public to invest their money in these undertakings, without regard to price, that both the English and Foreign Funds have been in a great measure neglected. There have been two meetings of the shareholders in Gibbs's Brighton Line, and a deputation has had an interview with the Directors, the result of which will be promulgated to-morrow (Saturday). We may, however, observe that the interview was deemed by the deputation of a satisfactory nature: it appears that no coalition has taken place, the cause of the application not being made to Parliament arising from some negligence on the part of the engineer in complying with the standing orders of the House.

The fluctuation in Consols has been but trifling, while Spanish Bonds generally may be considered *passive*, from the cause already assigned. Money is worth about 3½ per cent., and rather plentiful than otherwise. In Mining Shares an advance has taken place in Cata Branca, which have touched 10, arising from the option offered to the shareholders at the meeting held on Wednesday. The business, however, in this as well as other Mining Companies has been very limited. In Railway Shares there seems no limit to the confidence or credulity of the public.

The following may be quoted as the closing prices:—

Consols for money have closed at 91¼ ⅜; for Account at 91⅛ ⅜; Exchequer Bills 19 21, and India Bonds at 3 5.

In the Foreign Market Belgian closed at 103½; Brazilian Bonds at 93½; Danish Bonds are 77½; Spanish Bonds closed at 47⅛ 8½; Passive Bonds 15¼ ¾, and deferred 24⅛ ⅜; Portuguese New Bonds closed at 83¾ 4, and the Three per Cents ditto 53¼ ½; Chilian Bonds are 49¼ 50½; Colombian Bonds 32½ 3, and Mexican 36⅜, 7¼.

There has been very great excitement in the city respecting Railway Shares, Stephenson's Brighton are 12 13 premium, Rennie's 2½ premium; Great Western 19 premium; Blackwall 1¼ ½; Greenwich 9 ½, and North Midland 6 7.

LATEST INTELLIGENCE.

Redruth, Feb. 18.—The average standard this day is 122*l.* 4*s.* 0*d.* average produce, 8*l.*; price 7*l.* 0*s.* 6*d.*; quantity of ore, 1687, twenty-one cwts.; quantity of fine copper, 135 tons, 18 cwt.; total amount, 11,966*l.* 18*s.* 6*d.* You will observe there has been a further advance in the standard, which, compared with that of three months' since, is very considerable. Tin, however, is advancing at the same, if not greater, proportion. Many concerns have been put on in this neighbourhood with good promise. This, with speculations in other parts of the country, has created a scarcity of miners,—I need hardly add agents. The School of Mines, if now in action, might help us.

BRAZILIAN COMPANY.

A meeting of the shareholders was held at the offices of the company, No. 9, Liverpool-street, on Wednesday the 17th inst.

GEORGE HATHORN, ESQ., IN THE CHAIR.

The notice for commencing the meeting having been read, the secretary proceeded to read the report of the directors, which we insert at length. The chairman stated to the meeting the steps which had been taken for securing the property, and the secrecy which it was indispensably necessary to observe in carrying on the negotiation, the communication then made to the meeting being the first publicity given to it, while the directors had, in their own responsibility, entered into the contracts, and indeed remitted 4000*l.* to Captain Cotesworth, to carry them into effect; as also entered into engagements for a party of miners to proceed to Brazil, the whole force at Cata Branca being required for that mine.

The chairman, in reply to a question put by a proprietor, further explained theparticulars of the contract, and the course intended to be pursued by the directors, which are fully detailed in the report and conditions subjoined.

Mr. THOS. MURDOCH, in rising to propose a resolution of thanks to the board, for the ability and judgment they had exercised, in the negotiation, adverted to the responsibility incurred by those gentlemen, and the praiseworthy secrecy which had been displayed, having, as he stated, never until that moment had any intimation of the purchase made by them, although having the pride and pleasure of being on terms of friendship and intimacy with many of the board.

The resolution having been seconded by Mr. H. WHEELER, was carried unanimously.

In the course of the proceedings, Mr. COTESWORTH read from the private minutes of the board, resolutions come to by them to the effect, that all negotiations or contracts entered into by the directors, or officers, or agents of the company, should be solely on account of the shareholders at large, subject, however, as was the present undertaking, to their acceptance or rejection.

Mr. R. HICHENS read to the meeting extracts from private letters, received from Captain Cotesworth, expressive of his opinion of the value of the property, and eulogised the conduct of that gentleman for the ability he had displayed in bringing the negotiation to so successful an issue; expressing his entire confidence in Captain Cotesworth for his integrity and mining knowledge; stating his intention to take the whole number of shares to which he was entitled; and further observing, that none of the directors had ever sold a share in the Cata Branca mine.

A vote of thanks was unanimously passed to Captain Cotesworth and after some general conversation, the meeting adjourned.

It was truly gratifying to find but one feeling pervade the meeting, which was numerously attended, that of high satisfaction at the course pursued by the directors; and we think, had the question of remuneration been then brought on, instead of on the 2nd inst., the motion would have been carried with acclamation.

REPORT.

At a meeting of the holders of Cata Branca shares, held at the offiee of the company, on Wednesday, February 17, 1836, the following report from the directors was read:—

The directors of the Brazilian Company have to inform the shareholders, that Captain Cotesworth, the chief superintendent of the company in Brazil, some time since stated to them his opinion that the company might, with great advantage, undertake the working of another mine in the Province of Minas Geraes, simultaneously with Cata Branca; and he, at the same time, recommended the purchase of the mine of Conceiçao, near Itabira do Matto Dentro, esteemed the richest in the Province, provided it could be obtained at a moderate price, and that it should be found, after the fullest examination, to be deserving of the very high character that it bears.

The directors, after much correspondence with Captain Cotesworth on the subject, authorised him to make a conditional contract for this property, subject to their approval, with the liberty to repudiate it on the payment of a given sum as a forfeiture, the risk of which they determined to take upon themselves. They at the same time resolved that the purchase should only be made with the view of its being offered to the Cata Branca shareholders. The obvious necessity of secrecy, pending the negotiation, has hitherto prevented the directors from making any communication to the shareholders on the subject. Advices having, however, been lately received from Captain Cotesworth of his having entered into a conditional contract for the purchase of the said property, the directors have now much pleasure in informing the shareholders of the terms thereof, and in inviting them to join in the undertaking.

The contract is dated the 10th of November, 1835, and is made between Captain Cotesworth, on behalf of the directors of the Brazilian Company, and Mr. Francisco de Paula Santos, who is a part owner of the property, and is fully authorised by all the other owners to act on their behalf.

Twelve months are allowed to Captain Cotesworth for examination, by the actual working of the mine; and he is to have placed at his disposal for this purpose, fifty negroes at the current rate of wages.

At any time during the twelve months he is at liberty either to decline the purchase, or to make it absolute at a price in currency which will amount to about 30,000*l.*

Captain Cotesworth states his expectation that the gold likely to be produced during the examination will more than pay the attendant expenses. Should the purchase not take effect, and the gold extracted prove more than sufficient to pay such expenses, the surplus is to be given up to the present proprietors of the mine, but no penalty is to be incurred.

The directors consider the terms of the contract to be highly favourable, as offering, on the one hand, the prospect of great advantages; while, on the other, it involves little or no risk, from the circumstance of the purchase being entirely dependent on the result of the examination. They intend to issue a prospectus forthwith, stating the terms on which the shares will be offered to the holders of Cata Branca shares; and they will now only add, that the speculation is intended to be kept entirely distinct from that of Cata Branca.

The following are the conditions on which the capital of 100,000*l.*, in 10,000 shares of 10*l.* each, is to be raised.

Every holder of Cata Branca shares to be entitled to the same number of Conceiçao shares that he may hold of Cata Branca shares at the time of application for the new shares, which application is to be left at the office on or before March 5; and when the allotment is made, the Cata Branca shares to be produced. A deposit of 2*l.* per share to be paid on the new shares, for which scrip certificates will be given. Future calls not to exceed 2*l.* per share, with an interval of, at least, two months between each call. The adventure to be managed by the directors of the Brazilian Company, and to be carried on under the name of the "Brazilian Company," by which it will, like Cata Branca, be entitled to the important privileges enjoyed by the company.—The books and accounts of the two mines to be kept entirely distinct.

MINING CORRESPONDENCE.

POLBREEN MINING COMPANY.

In surveying the past week's proceedings throughout this Mine, in reference to the prospects, &c., in the works carrying on, I see not the slightest reason to deviate from my last report of the 6th instant. You will observe, we have sampled twenty tons of ore last Tuesday.

Feb. 13, 1836. R. ROWE, Jun.

SOUTH WHEAL LEISURE MINING COMPANY.

I have nothing new to communicate respecting our operations in this Mine since my last report of the 6th instant, and beg merely to state that we are going on steadily with the erections, &c. &c.

Feb. 13, 1836. R. ROWE, Jun.

EAST WHEAL STRAWBERRY MINING COMPANY.

We have sat a "pitch" at Roberts's shaft below the adit level on Trewithen South (copper) lode to six men, for one month, at 3*s.* 6*d.* in the pound. We find the lode richer than at the adit level, and there is no doubt of our first *sampling* exceeding our expectations. The pitches working at Orchard (westerly from Grout's shaft) are improving, and we are repairing our stamps to dress the tin stuff. I hope shortly to have the pleasure of noticing the returns from that quarter. The sinking of Grout's shaft, the driving of the fifteen fathoms' level south to cut Trewithen south lode, and the other tut-work bargains of the Mine, are proceeding very satisfactorily.

Feb. 15, 1836. WM. PETHERICK.

REDMOOR CONSOLS MINING COMPANY.

The plat at the twenty fathom level at the Engine shaft is nearly complete, and we shall commence driving south at that depth this week, to cut Trelease's lode. In driving the adit north on the cross course towards the Holmbush lodes, we have lately had a great deal of water; and in the past week we cut a promising branch, principally composed of mundic, interspersed with copper ores. The *twenty fathom* level, driving north on Johnson's shaft on the lead lode, is very promising, producing stones of rich silver lead ores: we have but a short distance to drive north on it to cut Johnson's lode.

Feb. 15, 1836. WM. PETHERICK.

PERRAN CONSOLS MINING COMPANY.

We are faulted or cut out by a soft course taking the lode obliquely in the east end on Mudge's lode, and are now driving in search of it to the east of the said course or cross vein. We have raised, in driving east on Anthony's lode, a parcel of rich lead ores; the lode is four feet wide, composed of beautiful spar and lead. The west end on this lode is improved within the last week.

Feb. 15, 1836. JAS. GRIPE.

TAMAR SILVER LEAD MINING COMPANY.

Our sinking lift is in fork at the depth to which we dropped at the date of my last report. We experience considerable inconvenience from the founders having failed to deliver some articles per the Speculation, ordered long since, and required for immediate use.

Feb. 15, 1836. THOMAS PETHERICK.

EAST CORNWALL SILVER MINING COMPANY.

I have much pleasure in informing you that we put our engine to work on Saturday; every thing answers our most sanguine expectations, and to this evening we have drained the mine to the ten fathom level below the adit. She is now working gloriously nine strokes per minute, and brings up at least 1,000 gallons of water. A more complete and beautiful piece of machinery is not to be seen in England, after working six hours, and draining the water four fathoms below the adit. We had to stop two hours to examine the piston, &c., and in that short period the water actually rose again to the level of the adit. I therefore must be borne out in my judgment, that we have not an engine one inch larger in cylinder than is absolutely necessary. We shall commence to-morrow clearing the engine shaft of the old pitwork, (pumps, rods, &c.), and be making ready, as soon as the water shall have been drained to the twenty-one fathom level, to drop another lift of pumps to the very bottom of the sump (forty-five fathoms below the adit). We shall at once proceed to the clearing and securing the various shafts and levels below the adit, and shall very shortly be working on silver ground. Having had to employ all our strength in putting down the pitwork, &c.; we have not advanced since our last report in any of the levels, &c.

Feb. 15, 1836. JOSEPH MALACHY.

NORTH CORNWALL MINES.

Wheal Thomas.—I feel pleased to be enabled to inform you that these mines are looking much better than when I wrote last; in the west end, at the 17 fm. level, good stones of ore have been broken this week; the lode is the largest and richest in the bottom of the end, and from this circumstance and appearance of the ground in the shaft, we may expect an improvement in the next level. In the east end of the same level there has been raised, this week, nearly a ton of lead, the lode here is also the best in the bottom of the end, and is looking very well. At the west end of the eight fathom level the lode has improved this week; in the east end of the same level there is no improvement.

Wheal Hope.—The adit level still continues hard, but we are inclined to expect a change in the ground. In the twelve and twenty fathom levels we have not done much this week, as we have taken the men from those ends to assist our sump men in cutting the ground in the engine shaft, in order to fix our pitwork as soon as possible. There is from eight to nine tons of ore weighed in, and ready for sale.

Feb. 13, 1836. JOHN BORLASE.

BRITISH TIN MINING COMPANY.

In driving east on the middle lode our end came into almost all clay; we drove about six feet in this clay, we then discovered our lode to be in the north side of the level; we came back where the clay came in, and began to cut into the lode, and have driven into it about six feet, and I am happy to inform you is a good lode, taking its bigness into the account, I would not wish to exaggerate in what it will produce per 100 sacks, say six cwt. of tin in a good lode of this size, and how much larger remains to be proved. The water is all down from the winze above; we are about sinking this winze to-day, Saturday, two fathoms, at 3*l.* 3*s.* per fathom; this winze, when holed, will ventilate our twelve fathom level, and open good prospects to our view.

The lodes, Fagan's and Glenhill's, in the west end, are just now about to take their different directions; the latter is from two to three feet in size, and tinny. Fagan's is just as last reported. The ground in the east end of Fagan's lode is a little eased; the lode is about eighteen inches big, but poor.

Great Wheal Venture Mine, Feb. 15, 1836. J. BRAY.

ST. HILARY MINING COMPANY.

The men in the twenty fathom level east have had to clear into the present end before they can work with advantage, or the tributers either, in the backs over and behind the end: by Monday or Tuesday next they will be regularly at work in their respective places. We have already commenced driving the side tye past the old engine shaft at the twenty fathom level, the object of which is to get into a cross cut driven formerly towards the south lode in Wheal Leeds. We have this week completed and connected the new balance bole with the main rods of the engine, and put the bottom lift in a complete state of order also, for enabling us to continue sinking the new engine shaft to the thirty fathom level, without apprehension of any let or hindrance whatever; and I have no doubt the progress we shall make to accomplish this object will be such as to give satisfaction to the company. The ground left by the former workers east and west of the eastern whim shaft at the nine fathom level, that we set on tribute, is exhausted: it could not be expected they would leave much ground at that level, we find more ground at the twenty fathom level, and expect next week we shall be able to set more on tribute, as fast as the level is cleared, east and west of the cross cut, and better ventilated.

Gwinear, Feb. 13, 1836. C. N. BEATER.

ROCHE ROCK MINING COMPANY.

The favourable appearances of the lodes at the twenty-first, fortieth, and sixtieth fathom levels have not only continued, but have improved throughout the last week. It having been found more expensive to sample and sell the tin monthly, we purpose, with your consent, to sell once in two months, until such time as the quantity shall have considerably increased. From the tin now at the mills, and the quantity of tin stuff raising, we calculate on an increase for the next two months' sale.

Feb. 15, 1836. JOHN TRESTAIL.

CORNWALL GREAT UNITED MINES.

Since my last we have driven about two fathoms in our adit, and at Wheal Prosper the lode has not been so large for two or three fathoms as we had before; but never better than it is now. The south lode has increased in size since last week, but not improved in quality, neither do we expect it until we cut the cross course. The men at Wheal Jenkin are getting on much the same as usual. We are clearing Clannacombe adits with all possible speed. We shall begin to repair the stamps when we can get tradesmen. We expect some in a day or two.

Eastern District, February 13, 1836. JAMES CLYMO.

In clearing some old workings in the north part of the Blue Hills sett, we have discovered a very promising lode, on which we have a pitch sett at 10*s.* in the pound. This is a new lode, about 100 fathoms north of the great Blue Hills, lying entirely unexplored. We have seen it about six fathoms only below the surface, at which level we are breaking some of the best quality tin in this county.

St. Agnes District, February 15, 1836. JOHN BENNETTS.

There is in these mines ten Champion lodes, viz. Wheal Prosper, South lode, Wheal Prosper, Cold Porriage, Green Hills, Green Hills north lode Shilstone, Snuff Box, Crabbs land, Clannacombe, and Martyn's lodes.

In the first outset we drove an adit at Wheal Prosper north 167 fathoms, before we cut Prosper lode: on that adit there are six shafts sunk for drawing the stuff, and giving air to the men in driving; the whole will measure twenty-nine fathoms three feet. After cutting the lode we began to drive on the course of it. We drove west forty-two fathoms, and sunk a shaft seven fathoms three feet. Drove south three fathoms to cut the south lode, on the course of it west, four fathoms three feet. The east end is driven seventeen fathoms east of engine shaft on Prosper lode. The engine shaft is sunk ten fathoms and two feet under the adit; the eighteen-fathom level is driven north towards the lode seven feet. The adit end at Wheal Jenkin is driven west by the lode forty-one fathoms; this level is driving towards Wheal Prosper; it will come in there twenty fathoms deep, that will be twelve fathoms three feet below the present adit; this level ought to be driven with all speed to draw that part of the mine, which would enable us to throw up a great quantity of tin, and bring all Prosper water over our stamping mills, which we are in great want of. We drove west by Green Hills lode thirteen fathoms, that is down where we are about to put the water-wheel. We cleared out the bottoms that was sunk by the old men ten feet below the adit on Green Hills lode—the water was very quick—we could not see the bottoms more than half an hour; in that time I broke some very fine stones of tin from the lode. After our water-engine is at work, we shall be able to raise tin from that part of the mine immediately. In order to work those mines effectually, we must have two steam engines, neither of them less than sixty-inch cylinder; one of them must be fixed to the north of Wheal Prosper, on Green Hills lode, that will drain Prosper, Cold Porriage Green Hills, and Stowes lodes; the other engine must be put to Clannacombe, that will drain Martyns, Clannacombe, Crabbs land, Snuff Box, and Shilstone lodes, by fixing horizontal roads at the surface. We must also have steam stamps large enough to work 100 heads, independent of our water stamps, which ought to be had immediately. We have employed six men in Prosper adit end; four men on south lode; six men driving west at Wheal Jenkin; four men on tribute; two men at Prosper, breaking tin stuff, in back of the adits; five men clearing Clannacombe adits; two men, four girls, and three boys at Stamps; seven men on Adventurers accoount. Draining, tackle, filling, landing, &c.

Eastern District, Feb. 16, 1836. JAMES CLYMO.

HAYLE CONSOLS MINING COMPANY.

My last informed you that our ten-fathom level west of Lyon's shaft, at Trevidgia mine, was not so good; but I am now much pleased with being able to state that in the same level, which is our deepest level, we have now a regular branch of tin ore, worth full 20*l.* per fathom; the expense of driving only 4*l.* per fathom. Until we begin to explore it, this lode, which is five feet wide, was, in comparison with the others, lightly esteemed by the tinners in the neighbourhood; we have about four fathoms more to drive it to the fluccan; and our experience in other mines leads us to hope, that as we approach that object we shall find the lode much better. We shall then drive south to the other lodes, which have certainly yielded great quantities of tin above the adit level.

At Hayle Consols Mine we are preparing to receive the castings, with which the founders promise we should shortly be supplied, and we are exceedingly anxious to set the engine at work, that we may give a trial to the numerous lodes which hold forth such strong indications of copper.

At Busworgie Mine, Allwand's engine shaft is being sunk in a very promising lode, containing excellent tin; but the whole workings having been stopped fair with the bottom of the shaft, it will require four months to sink and open ground on the lode, before we can reasonably expect our raisings to be great.

Hayle, February 15, 1836.

TRELEIGH.

I am glad to inform you that we are getting on pretty well with our engine-house and other surface work, since the alteration in the weather. In the engine shaft the men have sunk about two feet; the ground continues rather hard, and the water much the same as mentioned in my last report. In the adit level on Maria lode the men have driven four feet; the lode continues in two parts, but the ground looks more promising. At this level on the south lode we have good stones of ore, and the men have driven four feet. On Wheal Shaugen lode the west end is not so good for ore, the men have extended six feet, and in the level west of the cross cut six feet; here the lode is four feet wide, and has a promising appearance, but not rich. On the north lode at this level the men have driven four feet; our prospects continue good, a fine looking lode, about twelve inches wide, all saving work.

Feb. 13, 1836. W. SINCOCK

REDRUTH UNITED MINING COMPANY.

The lode in the engine shaft is about four and a half feet wide, producing good stones of copper ores. The lode in the thirty-two fathom level west of the engine shaft is six feet wide, composed of spar, mundic, and a small quantity of copper ores, and has a promising appearance. The lode in the thirty-two fathom level east of the engine shaft continues large, but not rich at present. The lode in the twenty-two fathom level east of engine shaft is about three and a half feet wide, producing tin ores. The lode in the twelve fathom level east of the engine shaft is about four feet wide, producing tin ores. The lode in the twelve fathom level west of Cock's shaft is about four feet wide, producing copper ores, and has a very favourable appearance.—There is no alteration in any other part of the mines since my last. On the whole, I think Wheal Unity Wood at present is promising.

We are busily engaged in preparing the tin stuff for sampling on Tuesday the 23d instant, which I believe will be about the quantity I stated in my last.

Wheal Unity, Feb. 15, 1836. R. GOLDSWORTHY.

ALBION COPPER MINING COMPANY.

The lode in the sixty fathom level west from engine shaft is two and a half feet wide, producing stones of ore. The sixty fathom level east from cross cut on the caunter lode is nearly three feet wide, producing a little ore. The same level east from the shaft lode large, and at present poor. We have driven the 60 fathom level north from engine shaft towards the north lode about twelve fathoms; within the last three fathoms driving we met with soft ground, which we consider to be quite congenial for copper ore. The lode in the forty-seven east from engine shaft on the caunter lode is two and a half feet wide, producing a good branch of ore towards the bottom part of the end. The lode in the forty-seven east from engine shaft is two feet wide, producing a small branch of ore up and down the end. The lode in the forty-seven east of cross cut on the north lode is eighteen inches wide, orey. The rise in the back of the forty fathom level west from the cross cut on the north lode has a good branch of ore towards the west end. Other levels in this mine are much the same as they have been for some time past.

The lode at the fifty-four fathom level west from Wheal Mithian engine shaft is improved within the last week; its size is about six feet wide, composed of a sugar spar. The same level east from shaft is still as kindly as it has been for the last four fathoms driving. The lode in the forty east from shaft is about fifteen inches wide, producing stones of ore. The same level west, lode about eighteen inches wide also, and has a kindly appearance for ore. We commence driving the ten fathom levels east and west from shaft on the south lode to-day, the lode is about two and a half feet wide, with spots of lead and silver ore. CAPT. MIDDLETON.

Feb. 16, 1836.

BRITISH COPPER MINING COMPANY.

As nothing new of importance has occurred since my last report, it would be only a waste of time to give you a detailed account of the appearances of the mine, all our works are progressing with spirit and regularity.

Great Wheal Charlotte Mine, Feb. 17, 1836.

WEST WHEAL BROTHERS.

I expect to commence driving the cross cut towards the silver lode about the end of this week; the ground continues very favourable, therefore I think it probable the silver lode will be cut in one month from this date. The ground between the copper and silver lodes is porous, as the water has sunk above four feet last week in the shaft that the silver lode was first intersected in, being a distance of twelve fathoms.

Henrietta shaft has been sunk about four feet under the twenty-third fathom level since the 6th instant; the ground is better than I anticipated, therefore I have every reason to believe the work set for 30*l.* will be completed in a satisfactory manner by the end of the month. The lode in the twenty-third fathom level going east continues its size (three feet wide), and produces some good stones of copper and tin ores. The lode in the back of the twenty-third fathom level going west is from five to six feet wide, with some good bunches of tin; should it continue the two months at its present appearance, there is no doubt of the tribute pitch turning out extremely advantageous, which will be a stimulus to prosecute that level west of the present end, to try to make a further discovery, as there are old workings on the surface which appear to have been excavated many years agone.

Feb. 15, 1836. J. CARPENTER.

WHEALS HARMONY AND MONTAGUE.

We have cut another lode at Harmony, from which some rich work has been raised to-day and yesterday. It appears to be a very pretty leader, about five inches wide, but excellent work, much richer than the large stone, and will pay well if it continues; 'tis entirely new, from a lode I mentioned to you, further north than Butler's lode, from which the large stone was raised. The work from this new lode is richer than that the men gave us from the branch near the Harmony engine. I mention this to prevent your thinking I am now alluding to that branch. With the aid of fifty men and seventeen horses, we removed the boiler from Harmony, and safely deposited it by the Montague engine house in little better than three hours this day; to-morrow it will be in place, and the day after at work; this will save fuel instantly. G. ABBOTT.

Feb. 10, 1836.

The great eagerness of the men to get into these mines produced much competition: and many bargains have been taken at prices below the agent's estimate, several tribute pitches went lower than for some months past, and the surface bargains were all taken remarkably low. Two cross cut ends to drive into new lodes have been set cheap. One of these lodes is likely to be cut within the month, and the other new lode shortly after.

The irregular and careless way in which the mine was formerly worked, and the present state of the approaches and places where the lodes have been cut, renders it injudicious to make any positive statement as to the results of the discoveries, or to make further observation than that, in the one the lode continues large and goon, and that in the other whence the stones of tin mentioned in my last were raised, continues and appears to be a large lode.

A few weeks preparatory developement of these discoveries may prove their greater value. A large stone of tin nearly 3 cwt., together with some from the branch, will be forwarded in a day or two.

February 15, 1836. G. ABBOTT.

FOREIGN MINES.

ANGLO-MEXICAN MINING COMPANY.

GENTLEMEN.—Since the report of Sept. 28, the Company's mines here have been carried on in the former manner, without much alteration.

Sirena.—The labor of San Marquitos has been worked with seven herramientas by day only; they have extracted on an average 136 cargas of ores per week, worth about six marcs per montem. The labour at present is more plentiful in cargs than it was at the date of the last report, but the ley is about the same. The buscones continue to work very regularly; they extract about 220 cargas of ores per week, and the amount of sale of their half is about *D*440 weekly. The sale for the past week amounted to *D*743 4. The mine at present is leaving a little profit to the company, and it is likely to continue to do so. The cross cut of Jesus Maria has cut through the hilds altos in borrasca, and is suspended.

Penaflel.—There have been eight herramientas employed by day and four by night, sinking the plan of the mine and stoping the roof of the level of San Alejar. They extract on an average 120 cargas of ores per week, worth seven marcs per monton. Little or no alteration has taken place in the prospects of the vein since the last report. The buscones have extracted about twenty cargas of ores per week, and the sale of their half has amounted on an average to $33 2 per week. At present the buscones are suspended from working in this mine, as their campas are too near to the labores worked by the hacienda. The cross-cut that was mentioned in the last report has been driven into, and cut through the middle cuerpo of the vein, which is about one and a half vara wide, and contains ores of six or seven marcs per monton in tolerable quantities; it is now worked by two herramientas by day and night, on account of hacienda. The frente of San Alejo going north-west on the alto of the vein is again resumed; it is worked by eight men, and advances about two varas per week, at *D*40 per vara. There are small hilos of good ores in the end, and it has a tolerably promising appearance. This mine at present is about paying its expenses, and has a chance of improving in future, as the frente of San Alejo advances north-west under the old mines in that direction.

Peregrina.—This mine is at present carried on on a very limited scale, with a memoria of about *D*80 or *D*90 per week, by buscones; for the last three weeks the buscones have extracted on an average ninety-six cargas of ores per week, and sold their part for *D*161 weekly. There is no particular speculative work carried on in this mine at present, neither is there any very encouraging speculative point. The mine at present leaves a little profit on the present scale of working, which scale appears a most judicious one.

San Lorenzo.—Since the last report, the labores that had been worked on hacienda account have been suspended, and let to buscones. A few buscones have occasionally worked in them, and have extracted only forty cargas of ores, of seven or eight marcs per monton. The ores are very scarce in the workings that have yet been discovered in the mine. The frente of San Pantaleon going south-east, to cut under the mine of San Juan, has been suspended since the last report, and is found to be off the principal vein, an error. We shall commence to drive on the principal vein in that direction next week; the water is now drained to the bottom of the shaft, and the shaft is put in tolerably good repair. We have not yet been able to examine the levels leading south-east and north-west from the bottom of the shaft, as the roof at their entrance is a little fallen, and requires a little repair. It is generally supposed that the north-west level is driven above the vein, or off the main cuerpo; this we shall be able to explain better in our next report.

Ascucion.—The adit level going north-west on the vein has been suspended since the last report, owing to the quantity of water that is coming out of the mine of Santa Ursula, which has impeded its working. We shall in the course of two weeks more begin to drain the water in Santa Ursula as deep as the adit level, that the driving of the adit may be again resumed.

Jolula.—The frente of San Pablo was only carried on two weeks since the last report, as it had become very poor and unpromising; the frente of San Juan, going north-west from the shaft, has been worked with eight men; they drive one and a half vara per week, at *D*26 per vara. At present the vein in the end is very poor and unpromising, therefore it is suspended. There are two herramientas employed sinking a pozo in the bottom of this level. The vein contains a little ore, but not sufficient to pay the expenses of working it. The other parts of the mine are so poor, that the buscones have forsaken all their campos, so that the mine is almost abandoned; the little vein in this mine is very changeable, and at present unpromising, and I think it is of too little interest to the company to follow it up.

Maravillas.—There have been four herramientas employed on hacienda account in the contracielo above the former bonanza; they extract about fifty cargas of ores per week, worth six or seven marcs per monton; this labour is tolerably abundant in ordinary ores. The cross cut mentioned in the last report, underneath the planes, where there was formerly a bonanza, has been driven through all the cuerpos into the montana, and is now suspended. In the cuerpo en medio there is a little ordinary ore discovered, and one herramientas is employed driving N.W. on it: they drive about one half varas per week, and extract four or five cargas of ordinary ores. The frente of San José going N.W. on the cuerpo alto, has been suspended ever since the last report. The vein in the end is poor and unpromising. This mine has been about paying its expenses since the last report, but the speculative works that have been hitherto carried on have been entirely disappointments.

Cachorra.—There have been two herramientas employed on speculation in different parts of the mine; they extract six or seven cargas of ores per week, of about seven marcs per monton. Nothing very encouraging has been yet discovered, and it is the intention that the company shall not spend much money in speculating, as there is not much whole ground in the mine.

San Ramon.—The frente, going N.W. from the shaft, has been only worked one week since the last report. The vein in the end was rather unpromising at the time it was left off. If the convention between Valenciana and Tepeyac should take place, this mine can be proved through the former at a very great advantage, because the sacramento level of Tepeyac is already under the N.W. part of the quadra of San Ramon, at the depth of 200 varas from the surface.

Esperanza.—There have been nine herramientas employed by day only in the labour of La Merced; they have extracted on an average 130 cargas of ores per week, of seven marcs per monton. The last two weeks it has been worked with six herramientas by day and night, and they have extracted about 250 cargas of ores per week. This labour is very plentiful in cargas of ores of about seven marcs per monton, and twelve or fifteen herramientas might be employed by day and night in this mine, and 300 or 400 cargas of ores be extracted weekly, if we had conveniences at the surface for clearing it. However, we shall soon get into a better system of cleaning the ores at the surface, and be able to send 300 or 400 cargas of ores per week. This mine has an advantage over most mines in this district, for it has no water; and before now it never had the convenience of shaft, and levels for the extraction of ores and sepetate, as it has now acquired by taking a new quadra; which quadra gave a shaft conviently situated to the principal workings of the mine, to the depth of about 250 varas from the surface. The cross cut going from the cuerpo alto to the medio, has been carried on three weeks since the last report: it was then thought prudent to suspend it for a time, until we get a better knowledge of the mine. We shall begin to work the walacate on the shaft lately acquired by the quadra, to clear the other workings of rubbish, &c., by which the mine is very much incommoded at present.

A little speculation near the mine of La Luz, and on the same vein, situated in a tolerably encouraging point, called San Miguel, has been lately taken up by the company. We have been five weeks employed in clearing it of water and rubbish, with a memoria of about *D*40 or *D*50 per week. From what we have hitherto seen of the vein, it has an unpromising appearance, and we hope in about one week more to see the plan; then if it does not look more promising then what we have already seen, it will be abandoned.

Guanaxuato, Nov. 16, 1835. JOHN MORCOM.

REAL DEL MONTE MININIG COMPANY.

The Terreros shaft sinking below the San Miguel, or 142 vara level, we are getting on as well as we expected; twenty-one and half varas have been sunk below the San Miguel level, which leaves two and half varas more to sink for the proposed new level, but, if possible, it will be better to sink six varas below for the bearers and cistern of the new plunger lift, which is intended to be fixed there; at present the water is not very quick for a ten-inch box, but I think as soon as we commence to drive south, the water will be all cut down from the level above: in the week past there was a bag of ores drawn from one of the small branches at the bottom of the shaft. In the San Miguel, or 142 vara level, driving east from shaft, the ground at present is looking much better, the last week driving three-eighths of a vara, broke two talegas of good smelting ores; there is more water coming out from the end than there has for some time past. In the San Miguel, or 142 vara level, driving west from shaft, the ground is greatly changed for the better. Six Mexicans are employed in this place. There is a little azogue in the end but as the ground does in general dip west, we may expect in a very few varas more driving to meet with the same bunch of ores that is gone down from the Esperanza, or 116 vara level, above. In the Esperanza, or 116 vara level, stoping west from Las Animas winze, the ground is favourable; the stopes at present are not looking quite so good, still they contain good azogue ores; it is suspended this week for the timber-men to secure the south and back ground, which is very bad in the old level, but next week we shall resume to clear the old level west, and stope the bottom at the same time. In clearing and securing the Asuncion level, west from Saagre de Cristo winze, we are getting on very well. The level has for the most part of the way been full to back: we may expect in the course of two weeks to meet with the cross-cut which leads on to Guadalupe shaft. The badness of the air, and the water in the level, has greatly retarded our progress, or much more would have been done. San Eduardo winze, sinking below the Asuncion level, fifteen varas east from Las Animas winze, was commenced on the 19th Oct. The ground in this place is favourable, with azogue and ojos of smelting ores. The San Miguel, or 142 vara level, driving west from the bottom of Santa Teresa shaft: the lode is about three varas wide, with azogue and some smelting ores of good quality. In the San Miguel, or 142 vara level, driving east from Santa Teresa shaft, the end at present is not looking as good as it has been, still it contains azogue ores. In the level driving east from the bottom of Rosario winze, twenty-four varas below the Esperanza, or 118 vara, was commenced on the 5th Oct.: this level contains azogue ores. I hope, as soon as it is communicated with the 142 vara level, west from Santa Teresa, we shall employ a great many Barreteros in this place. The masonary in Santa Teresa shaft is getting on very well, which will be seen in the tutwork list. In driving the sixty-eight cross-cut south, 116 varas west from San Cayetano shaft, we met with the Tepona vein on the 23rd Oct.; the ground is favourable, with what appears good azogue ores; but after having some assays made, it was not so good as was expected. We are still driving south, through a capel, in hopes of meeting more lode; but if we do not, we next week propose to drive east and west on the vein. The Esperanza, or 137 vara level, driving east of cross-cut at San Cayetano, was resumed on the 7th September; the ground in this place is hard, vein poor: four Destajeros are employed in this place. The Jubileo, or 116 vara level, driving west from old sump winze, was resumed on the 14th September, to communicate with the Esperanza, or 147 vara level, east of San Cayetano; the ground in this place is favourable, vein poor. The San Pedro, or 107 vara level, west of San Cayetano, and the Esperanza, or 118 vara level, east of Santa Teresa, was communicated on the 24th September. The greatest part of the vein is still standing on the south side. The diagonal shaft at Dolores, sinking below the Jubileo, or 116 vara level, is down to the intended depth of the present lift, which is thirty-one and a half varas below the 116 vara level. In this present week we shall send down two new pieces of rods, and commence to cut ground for the bearers and cistern of the new thirteen-inch lift, which will be put in as soon as possible. The whole of September and one week in October month the shaft was suspended, in cutting a plat at the west end of the shaft twenty-six varas below the Jubileo level, putting in penthouse, &c. &c. The adit cross-cut driving south at seventy-seven varas east of shaft is much the same, the ground still continues hard. In the 197 vara level, driving east from cross-cut, sixteen varas above the adit at Dolores, the ground is not very hard; there is a little azogue in the vein, but not rich. The 137 upper vara level, driving east of crosscut on the Tapona vein; the ground is favourable, but the vein is poor; there is much more coming out of the vein than formerly: two men are employed in this place. In Guadalupe shaft we have secured above the run in the back of the adit about eleven varas. The bearers are put in, and all the sets of timber are hung with large iron bars. We have now begun to clear the shaft from the top of the run twenty varas stent is set to-day. I hope we shall get on in clearing a vara per week at least, but as the run is very large, we may expect some very large rocks in the shaft. The greatest part of the Barreteros that are now employed are working over the large stull in San Miguel, or 142 vara level, east and west from Las Animas winze, and in the bottom of the Esperanza, or 118 vara level, a few varas west of Santa Teresa shaft.

Mineral del Monte, 9th Nov. 1835. JAMES HOSKING.

REAL DEL MONTE MINING COMPANY.

Extract from a Letter addressed by Captain Rule to John Taylor, Esq.

With the packet dispatches lately come to hand, I have received your letter of the 10th September, which I have read with much attention. In your remarks, as to the extent to which the most important underground and surface works should be carried, I think I perceive a very near coincidence in the opinion of the directors and yourself with my own; and which, in fact, amounts to this, that these works should be carried on to a degree proportionate to the company's resources. I hope, however, that if on some occasions, during the last few months, the cost have exceeded the returns, the amount of the excess will not have been to an extent to produce much inconvenience. With respect to the various works in hand, both underground and at the surface, after an anxious consideration, I have been led to believe that the advantages which will result to the Company, from proceeding to their completion without delay, will far outweigh any inconvenience which may have been produced by the trifling excess of costs above the returns which has already occurred, or which is likely to take place, until we obtain produce from the Dolores bottoms. Captain Hoskins's letter to you, herewith forwarded, furnishes the usual details of mining operations, which, upon the whole, proceed satisfactorily. The fixing the new lift of pumps, in the Dolores diagonal shaft, will be completed in a few days; after which the sinking will go on with a short lift, and therefore more conveniently than before. You will observe that we have commenced driving west upon the Topona vein, at the sixty-eight vara level; it has a favourable appearance, but the ore it produces is of too low a ley to admit of profitable working. We may, however, meet with something better in driving upon the vein. A few better stones of ore than usual have lately appeared in the 142 vara level, east of Santa Teresa shaft; the total of which is now twelve varas. The same level, west of the shaft, has been holed to the level driving east of Rosario winze, since Captain Hoskins wrote his letter. The driving will now be immediately pushed from that winze west, to communicate with the 142 vara level, driving east of Terreros. The lode between Rosario winze and Santa Teresa shaft, at the point where the level has just been communicated, presents rather a better appearance than usual, and is likely to produce a good deal of azogue ore, with some for smelting. The San Miguel level, driving west of Terreros, seems just entering into the same kind of ore we have seen going below the bottom of the Esperanza level, near the Las Animas workings. This, I hope, will help us, especially when we can get a winze through from the Esperanza, which will be commenced the moment the water is cut down. The Las Animas upper workings, in different places still promise to be productive for some time to come. You will observe that we have reached Guadalupe shaft at the Asuncion level; it being full has satisfied the men clearing the shaft above, as they would otherwise have been in some danger. The clearing goes on as favourable as circumstances will admit; but from the immense rocks we meet with, the run appears to have been very extensive, and neither of the sides of the shaft is entire. As soon as we find them of solid rock, we propose throwing arches across, and upon them to build up a shaft of masonry within the timber, by which the shaft is now being formed and secured, which is made of a suitable size for the purpose, and sustained from above by strong bars of iron. We are examining the lode at the Asuncion level near Guadalupe shaft, with a view to drive west upon it, towards and under the old workings of Santa Aguida. The water in Moran mine, which had risen a few varas during the rainy season, is again sinking, and is now as far as the lowest point it had previously reached. We cannot account for the sinking in this manner, except by the operation of the Aviadero adit, in which a good deal of water has been met with during the last six months. The ores raised below the adit or Las Animas level, near the western boundary of Moran, within the last three or four months, amounted when dressed, to 100 cargas, and it lately became a matter of consideration how to dispose of them. It appeared that the plan formerly adopted, of beneficiating the ores at Regla, for account of Moran, or as it is called here by *Magula*, was neither satisfactory to the agents of the owners of Moran, nor those of the Conde de Regla; I, therefore, proposed to sell them by public auction, and as this was approved of by all parties, it has been adopted. I desired the administradors of our haciendas to attend, and to offer on the part of the company, or rather for the haciendas belonging to the Regla mines; and there being no one else disposed to offer a fair price, eight cargas for smelting were purchased by Mr. Lauckner, for Regla Hacienda, at *D*18 per carga, *D*144; and ninety-two cargas by Mr. Cameron for Sauchez, for *D*300; total *D*444.

As the latter will be beneficial "for Patio," I preferred sending them to Sauchez, as the gold operation is now going on there, and the Moran ores are supposed to contain more gold than those of the Bizcaina. You will perceive by the Hacienda reports that the ley of the azogue ores is a little improved, this is partly owing to more care being taken in dressing them than there was some time ago, and partly to an improvement in the ores as raised from the mine.

Mineral del Monte, December 12, 1835

MEXICAN MINING ASSOCIATION.

Vanesia, 6th December, 1835.—Since my last report of the 17th ult. from Oaxaca, I am deprived of your favours, the September packet being overdue.

Miac Ouaere.—The intended visit has as yet not taken place, but I understand from Oaxaca that the same is going to be persisted in, although the Governor has not thought proper to give any reply to my representation of the 11th ult., about which I mentioned to the Board in my last. As this visit is only the effect of intrigue, I am of opinion that, although the Company has in justice nothing to fear from the same, yet, as it can in some way or other favour the views of your adversaries, I should neglect nothing in order to frustrate such an iniquitous attempt. I have, in consequence, drawn up a second representation, rather couched in stronger language to the Governor of State, complaining that, even without acknowledging the receipt of my first remonstrance, and declaring it illegal, he should still persist to grant such visit, and which I repeat, cannot take place, owing to the illegality with which the deputies have been elected, but likewise because this year's election has been made only in July or August, whereas the ordinances prescribe that

the same should take place in the beginning of January in every year, a new motive for declaring invalid the election of the present deputies of Minins. I claim, therefore, to be heard in support of the rights conceded to the Company as miners, granted by existing laws, and by the treaty existing between the two nations, not seeing why we should be treated with such contempt. I have forwarded this new remonstrance to the legal adviser of the Company, leaving it to his better judgment to present it or not; but at all events, I told him that I should grant the visit of the Company s mines only under a protest, declaring the same as a violation of the Company's rights. I am still of opinion that if the visit be deferred till a new election has taken place, from w at I hear, that no deputy will consent to undertake it. I beg to repeat t at I feel great anxiety on the subject, as long as we shall be alive to the bad faith of your antagonists, and the only thing I regret now is that this retards our returning the mines of N. S. del Rosario and of San Antonio, and we shall thus be obliged to some outlay in keeping them in a state of amparo.

Silver Bars forwarded to Mexico, per Messrs. Turnbull and Goverts. I am very sorry to inform the Board, that by a letter dated the 28th ult., from Mexico by the former, the silver has been left by him in Puebla, as he could not obtain an immediate escort to Mexico. Messrs. Manning and Marshall write under the same date, than an escort would be in Puebla on or about the 30th ult., and therefore I still hope that your silver may soon and safe reach its destination. This lamentable fact proves with too great an evidence how inexpedient it has been to leave the negotiation to its own resources entirely, which circumstance not only has placed us in a most embarrassing situation, as to funds, to carry on operations, but likewise mining operations, the Board will perceive, from the enclosed epitome up to the 30th ult., how much the same have been reduced. With the exception of Purisima, the other mines are worked only on the principal points, as our duty requires, and as the Board has commanded we should do in their last letter of the 15th of August, about our pushing forward the principal works, which is the case in the mines Soledad, El Rorano, and St. Emigdio. In the sinking of St. Cauz in Solidad the vein has been cut, but until now it is not in ores. May this state of things alter soon! Mr. Kurtz continues in the same opinion held all along about St. Francisco, Solidad, and El Rorano. Purisima seems to give ores of a good ley in gold. The last tortu worked here, No. 8, gave upwards of 200 marcs, the residues being per assay only three-eighths of a lb. per grain, and thirty-seven grains of gold per marc, i. e. more than an addarne. The week ended yesterday gave 312 parting 8670. If the ley continues to be of 2 lbs., that of gold the same, we should have a tolerably good profit by this mine. In one of the lowest pits, St. Ifugenia, the ores per assay have contained 4lbs. I proceed to give you a statement of our ratios since Mr. Sommer last letter of the 16th October. In

Tavcana we have Tortu No.	9	850	containing 275	quicksilver,	St. Emigdio.
	11	408	150	ditto	Purisima.
	12	990	450	ditto	Ditto.
	13	862	250	ditto	St. Emigdio.
	14	717	not incorporated yet.		Soledad.
	15	238	ditto 214		El Norano.
			12		Subterranea, 1835
			12		Jesus del Monte.

And we are now washing ores for Purisima. During my stay in Oaxaca, the washing slackened a great deal.

The ley of Torto No. 11 is of 1¾lb., No. 12 15-16lb., No. 13 1¼lb., No. 14 1¾lb. of No. 15. 2 oz. per ql.

And the following tortos have been worked:—

No. 4 giving marks	249	Plate Rosca Negra	Residues	½oz. per ql.
No. 5	364	ditto	ditto.	½oz. per ql.
No. 6	164	3 ditto	ditto	½oz. per ql.
No. 8	208	7	only	½oz. per ql.
No. 10	253	7 ditto residues not yet ascertained.		

only washed yesterday, and the Plato Rosca received this morning, but the residues cannot be more than ¾ of a lb. per quintal, and the list of quicksilver, besides that consumed in the Tortas last washed has been really trifling.

In *Sainta Tose* we have laying Torta, No. 12 with 150 lbs. of quicksilver.

	13	350
	14	300
	15	150
	16	350

This will be the last torta we are laying down in this Haciendas. The only tortu washed since has been No. 9 of El Rorano, which gave Pl Rosca 235 marcs, residues ¾ of lb. per tortu.

In *Socorro* we have laying Tortu, No. 9, with 400lbs. quicksilver.
10, do. 400 do.

Laid down since from El Rorano, 11, of ql. 445½ ley 3¼oz. per ql. with 275lbs. quicks.

Do. N.S. del Rorano, 12, 369 1¼oz. per ql. with 120lbs. quicks.

Do. Purisima . . 13, 1003¾.

Do. scales of the tank 14, about 350 } not yet assayed.

Do. Purisima . . 15, ,, 454 }

The only tortu washed since has been No. 8, giving 178 marcs Pl. Rosca only. In the new patio of Santa Anna we have laid down the following:—No. 1, 75 grains, ores from the lower workings of St. Antonio, 1¼lb. per ql.; No. 2, 911 ql., ores from the upper workings of ditto, 2¾lbs. per ql; No. 3, 477¼ ql., ores from Soledad ores of 1833, of the assay of which I could not as yet obtain exactly. The whole of the above has been ground at the Anaches, and we are now grinding some old ores, too poor for German amalgamation, of mines Felipe Neri.

Disposal of Bullion.—Since my last, in which the Board has been informed that thirteen bars, No. 75 to 87, weighing mcs. 1303 1¼ have been sent to Mexico for coinage, I shall give the disposal of the remaining silver since my letter of the 17th October last, viz. small bars invoiced on the 20th October, to Messrs. C. S. C. in Oaxaca mines, total marcs 1396 7.

It is with these sales and the mines arising therefrom, that we are enabled to carry on operations. Messrs. Manning and Marshall were kind enough to offer to remit me ten or even twenty dollars, in advances against silver to be consigned to them in Mexico, but as in the event of the silver being stolen on the road thither, I should have exposed my trustees, and perhaps ultimately myself, I thanked them for their friendly offer, but I declared myself ready to accept of advances by repaying them with silver in Oaxaca, of which I was sure to be able to effect, but as this would not answer their purpose, nothing was agreed on the subject. We have now the net proceeds of the 1300 marcs sent to Mexico free, and with those in the sales in Oaxaca, we continue our operations. Yet some money is due for Solanos, and other contingencies require a reserve, and I trust that by the packet now daily expected, a resolution from the Board will arrive, in order to arrange matters as they ought to be, to save us from going into responsibilities which it is not in our power to discharge. If Messrs. Roman and Caroli leave, the Board will perceive what a serious defalcation such immediate outlay would cause us, and it appears to me that I should be authorized to value upon the trustees for the same; however, as I have intimated to the Board, I shall do it unless especially authorized by the Board.

A. Obicini.

IMPERIAL BRAZILIAN MINING ASSOCIATION.

Received 17th Feb., 1836, per Skylark Packet, from the Agents, dated Rio de Janeiro, 17th Dec., 1835.

We annex a copy of the few lines addressed to you on the 9th inst. by H.M.S. Satellite, and now have to acknowledge the receipt of your despatch of the 6th of October, which was accompanied by your power of attorney, which we have had registered in our consul's office.

You are ere this in possession of all that has taken place here about your petition to the Legislative Assemblies for the reduction of the duty on your gold, and we are pleased to state that it is the general opinion that this object will be attained during the next setting of the Chambers; we mean the reduction of the duty from that time forward, but it will be in vain to attempt to get the excess already paid restored.

You may rely upon our being as attentive as possible in the transmission of advices, but it may occasionally happen, particularly with Guernsey and Jersey vessels, that they sail a day sooner than people in general have been given to understand. (Signed) Naylor, Brothers, and Co.

Exchange 39¾ a 40; Bonds 6 per cent., 88¾ a 89.

From the Committee at Gongo Soco, dated 29th Nov., 1835.

Since we addressed you on the 19th inst., whereof the foregoing is a copy, we have not had the honour to receive your further commands. We beg to wait on you with a copy of a letter we addressed to the captains of the mines, together with their reply thereto of the 24th inst.

(Signed) John Morgan.
Rd. Hickson.

Copy of a Letter addressed by the Committee of Management at Gongo Soco to their Mining Captains, and their Reply.

Gongo Soco, Nov. 20, 1835.—Although we are by no means seriously alarmed (not having received any report from you, or noticed any thing in your mine reports calculated to create it,) at the daily decreasing produce of the mine for several months past, still we have been much disappointed at not witnessing even partial improvements within that period, which might tend to keep up the spirits or revive the hopes of the shareholders. We beg to call on you for a correct statement of the circumstances which, with so efficient a mining establishment, have occasioned so scanty a produce; and further, for your joint and candid opinions of the future prospects, together with your views for the future working of the mine, as it may become necessary, in anticipation of the directions which we fully expect to receive from London, to take into contemplation a further reduction of the establishment, commensurate with the falling off of the produce. Should your report not equal the expectations we still fondly cherish, of an early and decided improvement, and which alone could warrant the continuation of so heavy an expenditure as that daily incurred, we beg you will give the subject that full and mature consideration it demands in all its points, and favour us with your reply hereto on or before the 25th instant, which will, we trust, afford you sufficient time for an ample and satisfactory report.

(signed) John Morgan.
To Captain Tregoning and the Mining Captains. Richd. Hickson.

To the Committee for managing the Affairs of the Imperial Brazilian Mining Association.

Gentlemen—In reply to your letter of the 20th instant, we have to state,

1. The sole reason of our late scanty produce is, the veins have been for a long time, and still are (in comparison with those of former years) very poor; the backs have been, and still are, regularly worked, and that in those places which we consider to be most promising.

2. As regards the future working of the mine, and our opinions of the future prospects—it is still intended to continue our workings in the mine, according to our propositions annexed to our mining report, bearing date Oct. 19, 1835; and as those places proposed to be explored are (we think) the most probable of success, and the backs at work being in a line with the dip, or inclination of the former rich strata, there is certainly a chance of meeting with some bunches of gold ore.

W. Tregoning, N. Harris,
, *Gongo Soco, Nov. 24, 1835.* W. Bray, W. Collings.

BOLANOS MINING COMPANY.

The present merely serves to inform you that I have arranged with M. Llaguno, that 25,000 dollars should be remitted to Tampico by the first conducta, as a fund for the purchase of quicksilver for this negotiation; and this will be followed by regular remittances each conducta, so as amply to place you funds for making the necessary purchases at the most favourable periods.

Messrs. Eversmann and Hoffman, in a letter to the secretary, dated Tampico, 12th of November, 1835, stated, that they had sent by the Camden Packet 55,000 dollars for the account of the company.

Veta Grande, October 19, 1835.

I am glad to hear that you had already received the 10,000 dollars, sent per Lyra Packet; and I hope by this time you will have received the funds remitted afterwards. I am sorry, that by the conducta which left on the 6th inst., we could not send so much as we anticipated, having only 35,000 dollars disposable; this was owing to our having sent 25,000 dollars for quicksilver, and to have had to pay 17,000 dollars in Zacatecas for a purchase of that article at 115 dollars the quintal, besides some heavy payments for stores, which I did not expect we would have had to pay before the end of the year, independent of the lower produce of silver during the last quarter, being several thousand marcs less than the preceding quarter. I expect, nevertheless, that the produce of the months of November and December will be better than that of the same month in the preceding year, and that the total profits for 1835 will fall very little short of one million of dollars. The company's share of the surplus at the end of the year will be sent by the conducta of January. With a view to secure a sufficient number of useful men to the Bolanos district during the ensuing year, I have renewed the agreement of Captains Nicholls, Martin, Bratt, and John Noble, and very probably Hicks the carpenter; their salaries will remain the same, with some trifling remuneration at the end of the engagements, as you will see by their memorandum of their agreements, which will be forwarded from the district by next packet.

35,000 dollars received for account of the company; per Sheldrake Packet.
25,000 dollars received for purchase of quicksilver; per Sheldrake Packet.
Sauceda, November 14, 1835.

BOLIVAR MINING ASSOCIATION.

Having experienced bad weather after leaving La Guayra, and being obliged to refit at Curaçao, I did not arrive here until the 28th instant; since when I have been occupied in carrying into effect the agreement entered into between yourselves, Mr. Bibby and Mr. Greenshields, on behalf of themselves and others, for separating the carriage of ore department from the mining, which I shall complete in all its branches before I leave this.

Captain Carthew, whom I found waiting my arrival at the Boca, will return again to the mines to-day or to-morrow. I have had an opportunity of entering into every necessary detail and explanation with respect to his future operations; and have furnished him with a copy of Mr. Keys' instructions relative to the new mode for concentrating the ores for future shipments; and as this new discovery will bring into use ores of every description, the very large stock of inferior ores now outside of the mine can be beneficially brought into use.

Since writing you last, the following vessels have been despatched in conformity with their respective charters, viz.

For Liverpool, *via* the United States.

Cumberland.....	200 tons.
Dalhousie Castle....	200 ..
Hannah	135 ..
Harriet.....	130 ..
	—— 665

For Liverpool direct.

Brechin Castle	110 tons.
Brilliant	130 ..
	—— 240
Total.....	905 tons.

The Mary and William (the latter vessel arrived some time ago at Trinidad) are the only missing vessels, besides the Bootle and Hardware, that I am aware of at present that have been advised; and I hope we shall be able to bring ores forward in sufficient quantity to despatch these vessels without difficulty.

The stock at Punta Brava is about 100 tons, consisting of the calcined and new ore Captain Carthew has been enabled lately to get out of the mine: and at the Boca there is about thirty tons of the same quality, which will make up a valuable cargo for the next vessel.

The rebels still hold Puerto Cabello, but which is closely invested by sea and land; the commander-in-chief, General Paez, is there in person, and at present in treaty with the insurgents, so that the affair may now be considered as settled. The ore vessels continue to be despatched from this; and the Larne sloop of war is at present at Punta Brava for their protection.

Tucacas, Dec. 31, 1835. W. Ackers.

Our prior is still at Tucacas, from whence he has addressed you, which letter we send forward by the present opportunity. Since the date thereof we have had no communication from thence; his intention is to remain until he has placed every thing regarding the working of the mine, as well as the carriage of ore, under the new arrangement, on a satisfactory footing.

The Bootle left here for Tucacas on the 6th instant, and the barque Mary called off here a few days ago, on her way down; we trust they will meet with quick despatch.

La Guayra, Jan. 14, 1836. W. Ackers and Co.

UNITED MEXICAN MINING ASSOCIATION.

Report on the State of the Workings of the Mines at Rayas.

La Purissima, Contracielo de la Merced.—The ore in this working is now confined to two bands of azogue comun, together with a small portion of apolvillado, the intermediate space being about four varas. It is purposed to follow up the higher band *de cielo*, and the lower one *de crucero al bajo*.

Frente de Santa Victoria is a new point to the alto of the contracielo, and contains a fair quantity of azogue comun, amongst which there are some threads of very good ore.

Frente de la Merced has been advancing to borrasca. The water of Mellado being about to enter this working, the barmen have been removed to another point.

San Juan de Dias, a point said to have belonged to Mellado before the limits of each mine were marked out by the diagonal line. It consists of two pozos, and a frente to the south-east, which contain a considerable quantity of ore in bunches, and threads of a remarkably rich quality. Within the last week the work has been commenced. Twenty-six barmen are employed in La Purissima by day, and as many by night. The produce of ore per week in Grena averages 500 cargas, which give about fifty cargas of azogue of twenty marcs per montan, and 150 cargas of tierras, of about six marcs per montan. The produce from San Juan de Dias is not yet taken into calculation.

San Juan.—Since the last report, 9.03 varas have been driven in this cross cut, and a band of ore of good quality, of one-third of a vara in breadth, has just been cut through. A tentadura of some of the ore shows it to be rich both in silver and gold. The point at which this ore has been reached corresponds with the lower part of the same cuerpo that is being worked in the Purissima, consequently there is the principal part of the cuerpo still to be cut through.

San Cayetano.—Frente de Jesus.—The body of azogue comun, and apolville ados has been somewhat narrower than it was formerly, although the quality continues good. In the Pozo lately opened, the body of ores is nearly two varas in breadth, running across the pozo, and equally good in all points, the apolvillado being abundant. The ores in the contracielo had become so scarce as not to be worth while following up, the barmen were, in consequence, removed to another point. *Pozo de Jesus* contains a few small bunches of apolvillados amongst the comun. A frente to the S.E. is being opened to communicate with the new pozo. A small quantity of water is still to be found in this pozo. On the N.W. side of the pozo de la Luz, and about the middle of the pozo a frente has been opened on a band of azogue apolvillados, which, though not very abundant, is of a very fine quality. Twenty-six barmen are employed in San Cayetano by day, and as many by night. The weekly produce of ore in Grena averages 1200 cargas, which gave about 200 cargas of azogues, of about fourteen marcs per montan, and about twenty-five cargas of tierras de Montero of the apolvillado. Ten cargas of the tierras de labor have been sent to the hacienda of San Matias to be assayed.

Pozo de la Luz having arrived at the desired depth, the frente to the N.W. has been commenced, and 306 varas have been driven. Occasionally some small bunches of ore are met with.

La Cruz.—The contracielo contains a considerable quantity of azogue comun and the apolvillado is more abundant than formerly. In the frente to the N. W. a fine ojo of guija de oro was cut about three weeks since, and the ores are being followed up. The pozo having advanced beyond the depth of San Simon, the water became so abundant, as to render the present suspension of the pozo absolutely necessary. Twelve pair of barmen are employed in La Cruz by day, and as many by night. The weekly produce of ore in Grena, averages 360 cargas of azogue grieso; which give about 18 cargas of azogues, and 35 of tierras de mortero: together, of eight or nine marcs per montan.

Frente de San Simon has advanced 6.85 varas since the last report. The water of the Planes has risen to the noria of Patrocinio. In the great shaft the water has been lowered seven varas below the despacho of San Simon.

San Miguel.—The costias of ore mentioned in the last report have been cut through, and the cross cut has advanced 11.28 varas without meeting with the slightest appearances of ore, with the exception of one thread which has been cut the last week. A frente to the S. E. is about to be commenced on the first costias of ore that were cut. There has been great difficulty experienced to keep the water down in this shaft, owing to the want of mains for the horses, they having been occasionally four and five days without a single grain. The two whims are kept at work day and night. There have been seven sales of ores extracted by the buscones, amounting in all to *D*10,180 1; of which one-half, *D*5,090 0 4, belongs to the mine. Ores sent to San Matias, 1249cs. 11a.; ditto Barrera, 2069cs. 2a.:—total, 3318cs. 13a. The ores on hand really available are calculated at 672 cargas pricked ore, and about 2180 cargas in an unpicked state.

Nov. 15, 1835. G. R. Glennie.

MACAUBAS.

Cocaes, Nov. 28, 1835.—In our proceedings in the underground department there is no alteration since the last report. We are driving the fifty fathom level north and south (this being the direction of the lode here) from Hatfield's shaft. We have a promising lode in each end; but all the samples taken from it hitherto have been poor. By a reference to the large plan, you will find that the end driving south is going through virgin ground, and whatever veins we may cut in it, we expect to find entire from this level to the surface, with the exception only of a level driving on the lode in the same direction from Morgan's shaft. The other, the north end, is going under the old Rasgad workings.

At Morgan's, or Antonio Dias, we are still very poor; we continue to drive south on the lode from the bottom of the shaft, but the appearance of it has been rather unfavourable, and the samples taken from it have been very poor. In the rise in the back of this level, on the direction of one of the veins, the lode is very poor; we have extended the level mentioned in the last report; each ride of this rise to about five fathoms in length, but we have not yet made any favourable discovery.

In M'Donnell's shaft we find the water very plentiful, the greatest part of which we expect is surface water, occasioned by the late rains. We have a six-inch bucket working here; the working barrel is made of wood, and lined with sheet copper, which appears to answer the purpose very well; we have not made much progress in sinking this shaft for the last ten days, it being necessary, from the quickness of the water, to put down another lift of pumps to sink with, viz. to draw the water from the bottom of the shaft. We shall use every possible exertion to expedite this important work. The men employed will be offered a good reward, in addition to their wages, as a stimulus for their extra exertions.

At the Bandeira mine the ground has been very hard and troublesome, the lode continues to be very flat. We are still working Saturday night, Sundays, and Sunday nights, in this place, in order that no time may be lost in reaching the Cavaco veins, but we are sorry to say our progress during the last ten days has been rather slow; we have taken samples from the lode here every day, but the whole have proved very poor.

In Waller's shaft we have again got the water out, and the men are now working in the end; the ground here continues tolerably favourable (chlorite slate). In the deep adit level the ground is still tremendously hard, it being grass. In the shallow adit the ground is still hard; we are expecting every day to cut another part of the lode in it. We have here employed six of the English boys on trial, that if they give us satisfaction, they should be rewarded, and they are at present doing as good labour as we could wish or expect.

At Manvel Feliz we have been working on several places in the lode, but all the samples have been very poor. We have broken a great deal of stuff, some of which is now laying in the mine, the rest has been stamped, but as it has been mixed with the stuff from Morgan's shaft, we cannot state correctly its produce. We shall, however, next week, give it fair trial, by allowing the stamps to work twenty-four hours solely on it.

The work at the Prize Grande has been completed, the dam has been risen six feet, the increased bulk of water shall be given in the next report. One English mason and some blacks are now employed in securing the lower or temporary dam formed for taking up and sending home to the mine some water escaping from a leak near the bottom of the tank, which it was impossible to stop without draining all the water from it; this being completed, the people will return to the mine.

The produce of gold for the last ten days is from the stamps, 5 oz. 6 dwts. 43 grs.; Halfield's Canvas, 4 oz. 7 dwts. 67 grs.——Total, 10 oz. 6 dwts. 38 grains.

P. S.—Since the above was written, we have holed the Bandeira mine to some old workings which we found full of mud and water, we have not had sufficient time to examine them per this post, but before the next we hope to have it cleaned out, so as to take some samples, if possible, from the bottom, when the result shall be handed to you, as well as with its depth and situation.

James Hitchens, Thos. Guloar, John Gilbert, Ed. Edwards.

BRAZILIAN MINING COMPANY.

A short time will now see the engine at work, and the whole range of stopes laid fairly open, when I feel convinced we shall be able to keep forty heads; we have now twenty, and my intention is, as I have before said, to attach to Carpenter's stamps twelve of the iron ones brought from England, and to build immediately below them a new set, to work after the Cornish plan (which, from all I can learn, I am opinion will not only do more duty, but be subject to fewer casualties,) twelve heads. I also intend having the axles separate, the advantage of which is so obvious as to need no comment. We shall then have four more than the forty, which will enable us, as they can be worked separate or together, to allow one division to remain quiet and in good order, to meet accidents.

I have said we shall be able to supply forty heads, I might have said sixty, but I lean to being content with the former number until the lode is proved further in depth. I yesterday sent two Englishmen and four Brazilians to the sumidoum, to prepare for cleaning the sinks there; if they do not prove deeper than report makes them, I shall soon be able to tell you what we may expect from that quarter. I have now to report having paid the duty upon, say 100lbs. troy of gold, which it is my intention to send forward in time to meet the next packet.

St. Antonio, Dec. 4, 1835. Capt. Cotesworth.

Mining Captain's Report.

I beg to report to you our progress for this month. We have extended the stopes in the deep level north-west of the engine shaft four fathoms one foot eight inches in length, and one fathom in depth. The lode still has a favourable appearance. The bottom stope, south-east of the olho jacaza, or the engine shaft, has been extended four fathoms one foot in length, and one fathom in depth; the lode in this part looks well, shows gold, and is chiefly composed of quartz, iron, pyrites, and bismuth, and continues its usual size. South-east of the olho matta, the cubora has been worked one fathom in length and two fathoms in depth, altogether twenty cubic fathoms, five feet, four inches, or 452 tons 4lbs. have been broken. The deep adit has been driven one fathom five feet; the lode is from three to four feet in breadth, but still continues hard, as also the sides, which renders our progress slow; the lode has a promising appearance, but not rich. The whole of the rubbish from the old stull has been taken away, as also the numerous props which supported the stull beneath, and blocked up the ground whereon it stood, which will enable us to break this ground with great advantage as soon as the engine is at work. Ground to fix a cistern to support the engine pumps has also been cut. The English miners have been engaged over time in clearing out a foundation for the new stamps, and in cutting ground for the engine rods. The miners have been employed as follows:—On the entire range of stopes, ten Englishmen, with ten Brazilians and forty-five negroes; in the deep adit, three Englishmen and six negroes; clearing rubbish from old stull, two Englishmen, with two Brazilians and four negroes; fixing timber in shaft, and various other work, one Englishman and one negro. The artificers as follows:—smiths on miners' tools, engine work, and iron work for wheel of old stamp, &c. Carpenters on engine work, repairing old stamp wheel, tram carts road, &c. Masons in building a new stable, and repairing old houses, &c. Employed to tram stuff to the stamps, twelve negroes; occupied in pumping water, twenty-four negroes; filling and drawing stuff at the tackle, one Englishman and twelve negroes; to supply the miners with tools, two negroes. Samuel Harpur.

From 15th to 30th November, inclusive, 9 lbs. 3 ozs. 17 dwts. 4 grs.

During eleven days only one mill of ten heads was at work, in consequence of an accident which happened to the other, but which has been repaired. The lode was taken from the poorer part of the mine, the richer part being inaccessible till drained by the engine, which was expected to be completed on the 15th December.

St. Antonio, Dec. 4, 1835.

PATENT ACT.

Continued from p. 26.

And be it further enacted, that if any person who now hath or shall hereafter obtain any letters patent as aforesaid, shall advertise in the *London Gazette* three times, and in three London papers, and three times in some country paper published in the town where or near to which he carried on any manufacture of any thing made according to his specification, or near to or in which he resides, in case he carried on no such manufacture, or published in the county where he carries on such manufacture, or where he lives in case there shall not be any paper published in such town, that he intends to apply to his Majesty in council for a prolongation of his term of sole using and vending his invention, and shall petition his Majesty in council to that effect, it shall be lawful for any person to enter a caveat at the council office; and if his Majesty shall refer the consideration of such petition to the judicial committee of the privy council, and notice shall first be by him given to any person or persons who shall have entered such caveats, the petitioner shall be heard by his counsel and witnesses to prove his case, and the persons entering caveats shall likewise be heard by their counsel and witnesses; whereupon, and upon hearing and inquiring of the whole matter, the judicial committee may report to his Majesty that a further extension of the term in the said letters patent should be granted, not exceeding seven years; and his Majesty is hereby authorized and empowered, if he shall think fit, to grant new letters patent for the said invention for a term not exceeding seven years after the expiration of the first term, any law, custom, or usage to the contrary in anywise notwithstanding: provided that no such extension shall be granted if the application by petition shall not be made and prosecuted with effect before the expiration of the term originally granted in such letters patent.

And be it enacted, that in any action brought against any person for infringing any letters patent, the defendant on pleading thereto shall give to the plaintiff, and in any scire facias to repeal such letters patent the plaintiff shall file with his declaration, a notice of any objections on which he means to rely at the trial of such action, and no objection shall be allowed to be made in behalf of such defendant or plaintiff respectively at such trial, unless he prove the objections stated in such notice: provided always, that it shall and may be lawful for any judge at chambers, on summons served by such defendant or plaintiff on such plaintiff or defendant respectively to show cause why he should not be allowed to offer other objections whereof notice shall not have been given as aforesaid, to give leave to offer such objections, on such terms as to such judge shall seem fit.

And be it enacted, that in any action brought for infringing the right granted by any letters patent, in taxing the costs thereof regard shall be had to the part of such case which has been proved at the trial, which shall be certified by the judge before whom the same shall be had, and the costs of each part of the case shall be given according as either party has succeeded or failed therein, regard being had to the notice of objections, as well as the counts in the declaration, and without regard to the general result of the trial.

And be it enacted, that if any person shall write, paint, or print, or mould, cast, or carve, or engrave or stamp, upon any thing made, used, or sold by him, for the sole making or selling of which he hath not or shall not have obtained letters patent, the name or any imitation of the name of any other person who hath or shall have obtained letters patent for the sole making and vending of such thing, without leave in writing of such patentee or his assigns, or if any person shall upon such thing, not having been purchased from the patentee or some person who purchased it from or under such patentee, or not having had the licence or consent in writing of such patentee or his assigns, write, paint, print, mould, cast, carve, engrave, stamp, or otherwise mark the word "patent," the words "letters patent," or the words "by the King's patent," or any words of the like kind, meaning, or import, with a view of imitating or counterfeiting the stamp, mark, or other device of the patentee, or shall in any other manner imitate or counterfeit the stamp or mark or other device of the patentee, he shall for every such offence be liable to a penalty of fifty pounds, to be recovered by action of debt, bill, plaint, process, or information, in any of his Majesty's courts of record at Westminster or in Ireland, or in the court of session in Scotland, one half to his Majesty, his heirs and successors, and the other to any person who shall sue for the same: provided always, that nothing herein contained shall be construed to extend to subject any person to any penalty in respect of stamping or in any way marking the word "patent" upon any thing made, for the sole making or vending of which a patent before obtained shall have expired.

STEAM ENGINES.

AVERAGE QUANTITY OF WATER PER MINUTE DRAWN FROM THE MINES IN JANUARY.

Mines.	Imp. Gallons	Mines.	Imp. Gallons
Wheal Unity Wood	409,9	Roche Rock Mine	274,56
Poldice	528,3	Wheal Leisure	....
Wheal Damsel	60,45	Great St. George	639,36
Wheal Jewell	79,77	Wheal Prudence	182,66
Cardrew	330,66	Relistian	136,72
Dolcoath	275,26	Wheal Darlington	1,664,27
East Wheal Crofty	182,48	Ballaswidden	11,05
Wheal Tolgus	916,17	Levant	35,4
Binner Downs	1,328,59	Ding-dong	28,7
Wheal Julia	370,08	North Roskear	155,11
Marazion Mines	451,82	South Roskear	139,36
Saint Ives Consols	135,1	Wheal Virgin	223,34
Wheal Reeth	78,8	South Wheal Towan	268,0
Consols	1,499,82	Charles Town	175,48
United Mines	....	United Mines	
Wheal Beauchamp	....	Providence Mine	120,4
Polgooth	914,12	St. Ives	
Pembroke	834,86	East Wheal Rose	93,87
East Crinnis	880,66	Wheal Liberty	409,76
Fowey Cons. Austens	227,66	Wheal Leeds	187,7
Lanescot, Sawle's eng	81,36		

FROM THE LONDON GAZETTES.

PARTNERSHIPS DISSOLVED.

J. D. and W. Martyn, Trevemper-bridge, Cornwall, merchants.—J. D. and T. Martyn, Wadebridge, Cornwall, merchants.—Brown and Simpson, Lane-side, Derbyshire, engravers to calico-printers.—E. Matthews and J. Golledge, Newport, Monmouthshire, grocers.—T. Broadfield and Son, Birmingham, boat-builders.—J., T., and J. Chapman, Hatfield, Hertfordshire, builders.—Slater and Co., Cateaton-street, boot and shoe-manufacturers.—Clegg, Brown, and Co., Manchester, commission-merchants.—Cunliffe and Slack, Tottington, Lancashire, engravers.—Mathews and Mitchell, Brompton, sawyers.—Byron, Mills, and Co., Manchester and Ashton-under-Line; as far as regards R. Byron.—J. and C. Turner and J. and C. Turner and Sons, New Bond-street, goldsmiths.—C. Leavers and T. H. Smith, Nottingham, millers.—E. Upton and W. Underwood, Wood-street, Cheapside, warehousemen.—Else and Kemp, attorneys.—Sanders and Palmer, Bristol, wine-merchants.—J. Beilby and H. R. D. Dalton, Bolton-le-Moors, Lancashire, rectifiers.—Ogle and Renton, Sunderland-near-the-Sea, Durham, cast-iron-founders.—Proctor and Ashby, Liverpool, tobacco-manufacturers.—Lees and Co., Regent-street, millers.—Barrs and Macfarlane, Paisley, writers.

BANKRUPTS.

George Cooper, Barbican, victualler, to surrender Feb. 26, March 29, at 1 o'clock, at the Bankrupts' Court. Solicitor, Mr. Smith, King's-Arms-yard, Coleman-street; official assignee, Mr. Cannan, Sambrook-court, Basinghall-street.

Pierre François Laporte, Haymarket, bookseller, Feb. 26, at 1 o'clock, March 29, at 11, at the Bankrupts' Court. Solicitor, Mr. Sculthorpe, South-square, Gray's-inn; official assignee, Mr. Groom, Abchurch-lane.

John Hamilton, King-street, St. James's, wine-merchant, Feb. 19, at 2 o'clock, March 29, at 11, at the Bankrupts' Court. Solicitor, Mr. Temple, Furnival's-inn; official assignee, Mr. Goldsmid, ironmonger-lane.

Thomas Brown, Watling-street, and Tobago, West Indies, merchant, Feb. 23, March 29, at 11 o'clock, at the Bankrupts' Court. Solicitor, Mr. Hudson, Bucklersbury; official assignee, Mr. Green, Aldermanbury.

John Alsop, Glossop, Derbyshire, shopkeeper, Feb. 27, March 29, at 10 o'clock, at the Commissioners'-rooms, Manchester. Solicitors, Messrs. Brundrett, Randall, Simmons, and Brown, Inner Temple.

Edward Lawrence Ireland, Birmingham, factor, Feb. 23, March 29, at 2 o'clock, at Radenhurst's Hotel, Birmingham. Solicitors, Messrs. Swain, Stevens, and Co., Frederick's-place, Old Jewry.

John Hadley, Cradley, Worcestershire, grocer, Feb. 26, at 2 o'clock, March 29, at 11, at the Crown Inn, Stourbridge. Solicitor, Mr. Gough, East-street.

Charles Jackson, Northwich, Cheshire, boot and shoe-dealer, Feb. 26, March 29, at 11, o'clock, at the Angel Inn, Northwich. Solicitors, Messrs. Taylor, Turner, Sharpe, and Field, Bedford-row.

Jonathan Colling, jun., Newcastle-upon-Tyne, hatter, March 11, at 11 o'clock, March 29, at 1, at the Bankrupt Commission-room, Newcastle-upon-Tyne. Solicitors, Messrs. Shield and Harwood, Poultry.

Robson Miller, Newcastle-upon-Tyne, watchmaker, March 11, at 1 o'clock, March 29, at 11, at the Bankrupt Commission-room, Newcastle-upon-Tyne. Solicitors, Messrs. Shield and Harwood, Poultry.

DIVIDENDS.

March 8, J. T. Gritton, Tipton, Staffordshire, ironmaster.—March 8, D. Mackinton, Fitzroy-street, Fitzroy-square, wine-merchant.—March 10, J. Greenhill, West Hamfrith, Essex, farmer.—March 14, L. Dobson, Lewis, woollen-cloth-merchant.—March 15, B. Marshall, Cellbridge, Abbey, Kildare, Ireland, woollen-draper. March 11, W. Allen, Alnwick, Northumberland, linen-draper.—March 14, T. Wroe, Hollinwood, Lancashire, cotton-spinner.

CERTIFICATES to be granted, unless cause be shown to the contrary on or

J. Reid and J. Grant, Mansell-street, Minories, provision-merchants.—W. Swann, Bungay, Suffolk, linen-draper.—T. Savage, sen., Red Lion-street, Clerkenwell, watchmaker.—W. Parker, Steel-yard, Upper Thames-street, lead-merchant.—W. Watson, Bringtown, near St. Asaph, Flintshire, timber-merchant.—R. B. Cooke, Worcester, stone-mason.—R. Winnall, Bedwardine, Worcestershire, miller.

Friday, February 19.

PARTNERSHIPS DISSOLVED.

Abrams and Cashmore, Houndsditch, furriers.—Cole, J. and T. Hertford, common-carriers.—Coney and Grayling, Minories, outfitters.—Eagle and Back, Redcross-street, distillers.—Gaggs, E., and Carter, M., J. and E., Knottingley, Yorkshire, maltsters, so far as regards M. Carter.—Hall, J. and M., Newcastle-upon-Tyne, builders.—Hobbs and Moreton, Burnham, Bucks, ironfounders.—Hoyle, Newbery and Hoyle, Manchester, silk-manufacturers.—Jackson and Dickson, Lancaster, cotton-spinners.—Jones, Palmer, and Freeman, Leamington Priors, linen-drapers, so far as regards R. Freeman.—Xing and Jarry.—M'Kie and M'Turk, Redruth, Cornwall, drapers.—Perry, W. and D., Plummer's-row, City-road, pawnbrokers.—Pullen and Suter, Dorset-street, Baker-street, architects.—Quier, J., Quier, M., and Hughes, Bridgewater, Somersetshire, booksellers, so far as regards J. Quier.—Schofield, G., Lonergan, F., and Lonergan, W., Cadiz and London, so far as regards W. Lonergan.—Seeley, L., Seeley, J., and Seeley, G., Fleet-street, and Weston-green, Thames Ditton, Surrey, booksellers, so far as concerns J. Seeley.—Smith and Rix, Brandon, Suffolk, tailors.—Tyers, J. and F. T., Charles-street, Soho.—Wigley and Hodges, Birmingham, wine-merchants.—Wignall and Lyndon, Edgbaston, Warwickshire, edge-tool-manufacturers.—Williams and Smith, Gerard-street, Soho, grocers.

INSOLVENT.

Worral, John, Ratcliff Highway, eating-house-keeper.

BANKRUPTS.

Caddick, Ellen Martha and Angelina Mary, Little Chelsea, boarding-house-keepers, March 1, at twelve, April 1, at eleven. Attorney, Mr. Lane, Argyle-street, Regent-street.

Catlin, Matthew, Blackman-street, Southwark, horse-dealer, Feb. 24, at half-past twelve, April 1, at one. Attorney, Mr. G. Ware, Blackman-street, Southwark.

Coxe, George, Darkhouse-lane, Lower Thames-street, victualler, Feb. 26, at half-past one, April 1, at two. Attorney, Mr. R. Gude, jun., George-yard, Lombard-street.

Gamble, Frederick, Gracechurch-street, provision-merchant, Feb. 26, at one, April 1, at eleven. Attorney, Mr. Miller, Ely-place, Holborn.

Goldsworthy, John, Great St. Helen's, Bishopsgate-street, and Lower Hampstead-heath, coal-merchant, Feb. 29, at two, April 1, at eleven. Attorney, Mr. Dods, Northumberland-street, Strand.

Hodgkinson, William, Margaret-street, Cavendish square, furniture-printer, Feb. 29, at half-past ten, April 1, at twelve. Attorney, Mr. Leigh, George-street, Mansion-house.

Keenan, Christopher, Berwick-upon-Tweed, linen draper, Feb. 26, at two, April 1, at eleven. Attorney, Mr. Davidson, Lawrence-lane, Cheapside.

Wilson, Edmund, Lower Thames-street, cheesemonger, Feb. 26, at two, April 1, at twelve. Attorney, Mr. Dods, Northumberland-street, Strand.

Saffery, George, Market Rasen, Lincolnshire, scrivener, Feb. 25, April 1, at eleven, at the New King's Head Inn, Louth, Lincolnshire. Attorneys, Messrs. Dynsley, Covenda e, and Lee, Field-court, Gray's-inn; or Mr. Rhodes, Market Rasen.

Tetlow, John, Manchester, house-painter, March 9, April 1, at two, at the Commissioners' Rooms, Manchester. Attorneys, Mr. Hampson, Manchester; or Messrs. Adlington, Gregory, Faulkner, and Follett, Bedford-row.

Uglow, James, Cheltenham, music-seller, March 4, at one, April 1, at three, at the Fleece Hotel, Cheltenham. Attorneys, Mr. Packwood, Cheltenham; or Mr. Shirreff, Lincoln's Inn-fields.

Webb, Thomas Cuff, Ilminster, Somersetshire, ironmonger, Feb. 27 and April 1, at two, at the Commercial Rooms, Bristol. Attorneys, Messrs. Cary and Cross, Bristol; or Messrs. Adlington, Gregory, Faulkner, and Follett, Bedford-row.

DIVIDENDS.

J. Dudderidge, Whitechapel, woollen-draper, March 11, at the Bankrupts' Court.—R. J. Fayrer, London, mariner, March 14, at the Bankrupts' Court.—Hawes and Smith, Walworth, Surrey, builders, March 14, at the Bankrupts' Court.—J. Hodgkinson, Liverpool, rope-manufacturer, March 11, at the Bankrupts' Court.—W. Llewellyn, Cow-cross, iron-founder, March 12, at the Bankrupts' Court.—J. Nicholls, Wells, Somersetshire, apothecary, March 14, at the Bankrupts' Court.—J. Nightingale, Oxford-street, victualler, March 14, at the Bankrupts' Court.—W. F. Ogilvy, Oxford-street, grocer, March 12, at the Bankrupts' Court.—B. Shadgett, Louse, Kent, carpenter, March 11, at the Bankrupts' Court.—W. Venables, Lamb's Conduit-street, draper, March 12, at the Bankrupts' Court.—R. Wilkinson, Copthall-buildings, accountant, March 1, at the Bankrupts' Court.—H. C. Allport, Lansdowne-place and Bread-street-hill, commission-agent, March 18, at eleven, at the Union Inn, Birmingham.—T. Amphlett, Bromsgrove, Worcestershire, baker, March 19, at the Hop Market Inn, Worcester.—J. P. Harvey, Bury St. Edmond's maltster, March 14, at the Six Bells Inn, Bury St. Edmond's.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before the 11th of March.

J. Cates, jun., Margaret-street, Cavendish-square, surgeon.—S. Crosby, Coventry, dyer.—G. P. Hinton, Bristol, chemist.—W. and J. Holman, Devonport, drapers.—W. Mitchell, Strand, lodging-house-keeper.

COMMERCIAL INTELLIGENCE.

THE COLONIAL MARKETS.—It was generally observed at the close of last week that the British Plantation market had recovered from the unsettled state which it had been previously subject to, and the sales since have been extensive; the holders are more firm, and there has been no selling at any reduction. The comparative stock is again considerably less than last year, and probably this state of things will continue to increase as we are dipping into the supplies of 1836, and still the deficiency increases; the importers are now looking to the general deficiency of the general stocks of sugar in England and Europe. The estimated sales of West India this week are 2700 hds.; the prices are this day 1s. to 1s. 6d. higher, and should the supply continue short, it is expected that prices will advance; inasmuch as the wholesale grocers hold a very limited stock. Demerara sugars have been much sought after, and any thing of colour has brought 62s. 6d. to 63s.; middling has sold at 61s. 6d. to 62s.; and low brown at 60s. 6d. to 61s.; the stock in hand at the present period, exhibits a decrease of about 10,756 hds. and tierces.

Mauritius.—At public sale 1695 bags went off with much spirit, and at prices 6d. to 1s. per cwt. higher; brown 59s. to 61s.; middling yellow 61s. 6d. to 63s.; fine yellow 64s. to 66s.; the stock is 17,524 bags less than at the corresponding period of last year, and very little remains in the hands of importers; and in the absence of arrivals, the general opinion is that the market will advance. *Refined.*—This week there has been a strong feature in the refined market; one large house has sold a most extensive parcel of crushed sugar, 6000 cwt., or 18,000 lumps, say 600 hds., at 84s., or 43s. the short price, which has given a tone to the market, and there has been a greater disposition on the part of the grocers to purchase, although more money has not been paid, yet sales have been effected with greater ease, and the altered state of the raw market has created a greater disposition to purchase; the quotations are nearly the same as last week. Bastard Sugars have given way 3s. to 4s. since this day week, and very little business done.

COFFEES.—The market for British Plantation Coffees remains in a very inactive state; no sales are reported either public or by private contract; another effort has been made by the importers to get the duty upon Ceylon Coffee reduced, the former petition to the Lords of the Treasury, praying that Ceylon Coffees may be forthwith allowed for home consumption at the low duty of 6d. per lb. was refused. The trade on Saturday last petitioned the House of Commons to the same effect, praying that as certificates from posts in Africa were waved, and African Coffees admitted at 6d., the same should be allowed to Coffees from Ceylon. The Act of Parliament, William IV., cap. 66, dated September, 1835, states that from and after the passing of this act, instead of the duties now payable under the said act, upon Coffees, the produce of British possessions, within the limits of the East India Company's Charter, and imported from such possessions, and upon Coffees, the produce of Sierra Leone, and imported from thence, there shall be paid a duty of 6d. per pound. In East India Coffee there is but little doing, at public sale 161 bags of Mocha went at full prices; pale yellow 75s. to 78s. 6d.; inferior 61s. 6d.

TEAS.—Intelligence has been received from Canton within the last week, but have caused no alteration in the price of Tea; low Twankey and Canton Boheas continue in request; and the fine sorts of Souchong, Pekoe, Orange Pekoe, Padra, and Cowslip Hyson are in request.

HOPS.—The demand for the best qualities of hops is very considerable, and every thing of colour is in good demand; there is no alteration in prices to notice, but the late advance is fully supported.

TALLOW.—The prices of our last are fully maintained; the demand by the trade for immediate consumption continues brisk, but forward delivery scarcely any thing done.

METALS.—The Lead trade is very lively—prices continue to advance with much rapidity—and now rule 20s. per ton higher than last week. The Iron trade is also very active. Spelter on the spot has been sold at 18*l.*—and 14*l.* 10s. for the forward delivery, even at the former price there are now very few sellers. Copper is higher. Tough Cake 106*l.* per ton.

LIVERPOOL, FEBRUARY 17, 1836.

COTTON.—The total sales of last week amounted to 33,630 bales, and a general improvement took place of ¼ and ⅛ per lb. The demand has since been moderate, with the exception of to-day, when it resumed all the animation of last week; a further rise of ⅛ has occurred on American, which is unprecedentedly scarce. The sales since Friday are about 18,000 bales: our present stock comprises 68,000 American, 26,000 East Indian, and 50,000 Brazils, Egyptian, &c.; in all, 144,000 bales: at this time last year we had 170,000. The present price of Fair Boweds is 10d. and 10¼, Pernams 12½, Egyptian 12¾, and Surats 6¾. Our latest dates from New York are to the 26th ult.: nearly all the cotton cleared from the United States for Liverpool, according to those advices, has been received here; our supply cannot therefore be heavy for some time yet. However, there is a general mistrust of present prices, and exporters in particular hang back.

SUGAR.—Very dull, and scarcely any business doing: the total decline from the highest point is now 2s. 6d. on British Plantation.

COFFEE.—Rather better demand in the last three days: this has merely served to check any further decline.

OIL.—In consequence of the loss of another vessel from Africa, an advance of 2*l.* per ton has taken place: holders on Palm Oil now require 35*l.* Olive Oil maintains the rates of last week with difficulty. One small stock of Cod Oil is held at 36*l.* per ton.

ASHES.—Our stock is now getting small; Pots cannot be bought under 28s., now Pearls under 40s. per cwt.

INDIGO.—The market is brisk; the demand regular, but little offered: on the 25th a sale is to take place, consisting of about 800 chests of East India and 200 serons of Spanish.

CORN EXCHANGE, FEB. 19, 1836.

The arrival of Wheat and Flour this week has been very moderate, and the Mealing trade is very firm, on full as good terms as on Monday.—In Barley, Beans, and Peas, we do not note any alteration in value, but the Oat trade is dull, though we cannot quote it cheaper.—In other articles no alteration.

Wheat	p. Qr. 37s to 40s	Malt	p. Qr. 56s to 58s
Rye	30s to 32s	Peas	30s to 32s
Barley	24s to 26s	Beans	36s to 40s
Linseed	54s to 63s	Coriander Seed	new ns to 12s per Cwt.
Ditto Cake	11*l* to 12*l* per 1000	Clover Seed	red 56s to 64s do
Rapeseed	34*l* to 36*l* per Last	Ditto	white 56s to 64s do
Ditto Cake	5*l* to 5*l* 5s. per ton	Mustard Seed	ne. wh. 6s to 8s per Bus.
Carraway Seed	new 52s to 57s per Cwt.	Ditto	brown 6s to 8s do
Tares, new winter	4s 6d to 4s 6d per Bushel.		

FLOUR, per Sack.

Town made	36s to 38s	Essex & Suffolk, on board	32s to 35s
Seconds	32s to 35s	Norfolk and Stockton	30s to 32s

AVERAGE PRICE OF GRAIN, per Quarter.

Wheat	Barley	Oats	Rye	Beans	Peasl
39s. 7d.	29s. 2d.	19s. 8d.	27s. 10d.	34s. 2d	33s. 4d.
AGGREGATE AVERAGE FOR THE LAST SIX WEEKS.					
37s. 8d.	28s. 1d.	19s. 6d.	26s. 11d.	33s. 7d.	34s. 3d.
DUTY ON FOREIGN CORN.					
42s. 8d.	19s. 10d.	18s. 3d.	30s. 3d.	19s. 9d.	19s. 3d.
Duties on Grains from British Possessions out of Europe.					
5s. 6d.	2s. 6d.	2s. 6d.	3s. 6d.	8s. 6dl	8s. 6d.

PURCHASES OF ORES AT REDRUTH, FEB. 6, 1836.

Purchasers.	Mine.	Tons.	Total Tons.	Per Ton.	Amount.	Total Amount.
				£. s. d.	£. s. d.	£. s. d.
No. 1.	Wheal Virgin	39		9 10 6	361 19 6	
Mines Royal Co.	Wheal U. Wood	13		9 15 6	127 1 6	
——	Wheal Tolgus	91		7 4 0	655 4 0	
——	....	46		11 5 6	518 13 0	
——	Wheal Darlington	70		7 14 6	540 15 0	
——	Wheal Mary	33		7 15 6	256 14 6	
——	Wheal Parent	14		7 9 6	104 13 0	
			326			2,764 17 6
2. English Copper Co.	Carnbrea Mines	15½		5 15 0	105 8 4	
——	....	41		3 2 0	127 2 6	
——	Wheel U. Wood	80		4 5 6	342 0 0	
——	....	48		4 3 0	199 4 0	
——	....	13		9 15 6	127 1 6	
——	....	24		10 10 6	252 12 0	
			224½			1,153 7 10
3. Vivian & Sons.	Binner Downs	50		3 7 6	186 15 0	
——	....	40		3 5 6	160 9 6	
——	Carnbrea Mines	32		3 8 0	108 16 0	
——	Tresavean	49		5 8 0	264 12 0	
——	....	46		5 0 6	231 3 0	
——	Wheal Bolton	44		4 11 6	201 6 0	
——	Wheal Virgin	95		6 0 0	570 0 0	
——	....	12		2 9 0	29 8 0	
——	Wheal U. Wood	65		4 10 6	294 2 6	
——	Wheal Darlington	46		3 5 0	149 10 0	
——	Levant	63		5 14 6	900 13 0	
——	Wheal Providence	38		5 18 6	225 3 0	
			589			3,393 18 6
4. Freeman & Co.	Carnbrea Mines	19½		5 8 0	105 6 0	
——	Respeath	46		7 7 2	338 2 0	
——	Wheal Tolgus	76		4 8 0	334 8 0	
——	Wheal Darlington	23½		6 10 0	152 15 0	
——	Relistian	9½		14 12 0	138 14 0	
——	....	32		8 12 6	448 10 0	
			226½			1,517 15 0
5. P. Grenfell & Sons.	Carnbrea Mines	19½		5 8 0	105 6 0	
——	....	18½		5 15 0	105 8 4	
——	Tresavean	106		6 1 6	643 19 0	
——	....	105		6 1 6	637 17 6	
——	....	94		6 11 6	618 1 0	
——	Relistian	57		7 10 0	427 10 0	
——	....	40		11 2 0	444 0 0	
——	....	9½		14 12 0	138 14 0	
——	Herland	27½		2 1 6	57 1 3	
——	Wheal Providence	38		5 18 6	225 3 0	
			514½			3,403 0 1
6. Crown Copper Co.	Wheal U. Wood	16		3 6 0	52 16 0	
——	Wheal Mary	39		3 9 0	134 11 0	
			55			187 7 0
7. Nevill, Sims, Druce, & Co.	Binner Downs	87		6 0 6	524 3 6	
——	....	77		4 14 6	363 16 6	
——	....	64		6 15 0	432 0 0	
——	....	57		4 7 0	247 19 0	
——	....	45		4 14 6	213 12 6	
——	....	35		9 7 6	328 2 6	
——	Drewallas	43		5 4 6	224 13 6	
——	Fowey Consols	106		5 13 6	601 11 0	
——	Wheal Virgin	12		2 9 0	29 8 0	
——	Herland	27½		2 1 6	57 1 3	
			553½			3,021 7 9
8. Williams, Foster & Co.	Carnbrea Mines	42½		8 9 6	360 3 9	
——	....	79		8 12 6	691 7 6	
——	....	19½		5 8 0	105 6 0	
——	....	75		16 9 0	1,200 17 6	
——	....	29		8 5 0	239 5 0	
——	....	18½		5 15 0	105 8 4	
——	Wheal Bolton	27½		9 7 6	257 16 3	
——	....	21½		11 9 0	246 3 6	
——	Fowey Consols	49½		8 7 6	415 11 3	
——	Wheal Virgin	47		8 1 0	384 7 0	
			356½			1,809 12 9
	Total Tons	..	3561		Total.	24,805 5 6

SALE OF BLACK TIN AT REDRUTH,

Sampled Feb. 12, and Sold the 16th inst. at Andrew's Hotel, Redruth, 1836.

Mines.	Tons.	Cwts.	Price.	Amount, in money, of each Parcel.	Amount, in money, of each Mine.
			£. s. d.	£. s. d.	£. s. d.
Christwn U. Mines	24	..	60 5 0	1,446 0 0	
——	19	..	59 7 0	1,128 7 6	
——	2	..	42 0 0	84 0 0	
					2,658 2 6
Polgooth	23½	..	60 7 6	1,433 18 1	
——	2	..	53 5 0	106 10 0	
					1,540 8 1
Wheal Kitty	12½	..	62 10 0	781 0 0	
——	8½	..	57 17 6	491 10 9	
——	2	..	57 15 0	115 10 0	
					1,388 13 9
Wheal Budnick	8½	..	57 2 6	479 11 3	
——	5	..	60 0 0	300 0 0	
——	4	..	58 5 0	233 0 0	
——	2	..	55 5 0	110 10 0	
					1,394 1 3
Bottle Hill	19	..	59 17 6	1,137 12 6	
——	1½	..	39 0 0	30 0 0	
					1,167 12 6
Treliver	8½	..	59 7 6	499 16 10	
——	0½	..	34 0 0	18 0 0	
					517 16 10
Poldice	..	..	59 0 9½	73 2 6	
——	..	..	59 0 11½	250 6 3	
——	..	..	59 0 8	40 0 0	
——	..	..	59 0 0 5½	28 15 0	
					392 3 9
Rail Stamps	3	..	55 17 6	.....	335 5 0
Carnon Stream	5½	..	49 7 6	242 16 3	
——	0½	..	45 5 0	27 12 6	
					265 8 9

White Tin per cwt. 5*l.*; Quantity of Black Tin, 169 tons, 15 cwt.; Total Amount, 9,648*l.* 12s. 3d.

SALE OF COPPER ORE AT REDRUTH.

Sampled Feb. 5, and Sold at Andrew's Hotel, Redruth, Feb. 16, 1836.

Mines.	Tons.	Price, each parcel.	Amount of each parcel.	Mines.	Tons.	Price, each parcel.	Amount of each parcel.
		£. s. d.	£. s. d.			£. s. d.	£. s. d.
Tresavean	130	6 14 0	874 5 0	Cardrew Con.	49	4 5 0	216 16 6
ditto	119	7 5 0	797 10 0	ditto [207]	41	4 6 0	181 9 6
ditto	104	7 7 6	767 0 0	Wheal Jewel	71	6 13 0	473 13 6
ditto	97	4 12 6	448 12 6	ditto	65	9 9 0	587 9 0
ditto	89	11 5 0	992 7 0	ditto [183]	50	7 17 0	390 15 0
ditto	62	8 9 0	533 18 0	Whl. Garland	140	10 13 0	1965 0 0
ditto [197]	60	7 12 0	456 0 0	ditto [127]	37	5 18 0	219 6 6
Fowey Consols	98	7 13 6	753 3 0	Wheal Damsel	54	7 0 0	378 0 0
ditto	96	6 13 0	651 15 0	ditto	33	4 12 0	162 12 0
ditto	93	6 13 0	637 9 0	ditto [97]	20	1 10 0	34 0 0
ditto [156]	76	5 14 0	569 4 0	South Towan	37	5 19 6	224 13 6
Cardrew Con.	50	5 7 0	315 13 0	Wheal Towan	33	4 11 0	154 11 0
ditto	34	4 19 0	167 3 0	ditto [81]	6	2 16 0	18 0 0

Average Standard 17*l.* 4*s.*—Average Produce 6.—Average Price [illegible] per ton [illegible] ship of Ore 104*l.*—Quantity of Fine Copper 155 tons, 14 cwts.—Total amount, 11,286*l.* 18s. 6d.—Average Standard of last Sale, 19*l.* 9*s.*—Produce [illegible]

Copper Ore for sale next Thursday, at Stevens's Hotel, Truro, [illegible] and Fowey Consol Mines, 604—United Mines, 469—Great St. George, 390—Fowey Consols, 180—East Crinnis, 156—Levant, 96—Lanescot, 81—Wheal Prudence, 68—Wheal Leisure, 61—Polberrow, 39—Total 31 cwts. 2021.

Copper Ore for sale Thursday week, at Scrpell's, Pool. Mines and Parcels [illegible] ed Mines, 1265—North Roskear, 577—South Roskear, 512—East Wheal Crofty, 4 United Hills, 363—Dolcoath, 360—Fowey Consols, 243—South Wheal Towan, 1 Wheal Leisure, 129—Wheal Sparrow, 28—Total 3772.

PRICES OF STOCKS.

ENGLISH PUBLIC FUNDS.

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Bank Stock, 8 per Cent. ..	216	215½	216 ¼	216½ 17	216½	217¼ 17
3 per Cent. Red. Anns.....	91⅛ ⅜	91⅛ ⅜	91⅛ ⅜	91⅛ 2⅛	92 ⅛	92⅛ 2
3 per Cent. Consols	91⅛ ¼	91⅛ ¼	91⅛ ⅜	91⅛ ⅛	91⅛ ⅛	91⅛ ¼
3½ per Cent. Anns..... 1818.	....	100⅛	100¼	....	....	....
3 per Cent. Anns..... 1726.	....	....	....	....	....	....
3½ per Cent. Red. Anns.	100⅛ ⅜	100⅛ ⅛	100⅛ ⅛	100⅛ ⅛	100⅛ ⅜	100⅛ ⅜
New 3½ per Cent. Anns.	99⅞ 100	99⅞ 100	100⅛	100 ⅛	100 ⅛	100 ⅛
New 3 per Cent.....	....	....	....	....	....	....
Long Anns. ..... 1860.	16 7-16 ⅜	16 7-16 ⅜	16⅛ 7-16	16 7-16 ⅜	16⅛ 7-16	16 7-16 ⅜
Anns. for 30 Years .... 1859.	....	....	16⅛ 5-16	....	16⅛ 5-16	16 5-16 ⅛
Ditto..... 1860.	....	16 1-16	....	....	....	16 1-16
Omnium	....	....	....	....	....	....
India Stock, 10½ per Cent. ..	....	....	255½	256	256½	256½ 6
South Sea Stock, 3½ per Cent.	....	....	....	....	....	....
Ditto Old Ann. 3 per Cent...	....	....	....	....	90¼	....
Ditto New Ann. 3 per Cent.	....	....	89¼	....	....	....
3 per Cent. Anns. 1751	....	89⅛	....	....	....	....
India Bonds, 2½ per Cent. ..	3 5 pm	3 5 pm	3 5 pm	5 pm	3 pm	4 3 5 pm
Exchequer Bills, 1½d. £1000.	18 20 pm	18 20 pm	20 18 pm	18 20 pm	18 20 pm	19 21 pm
Ditto ..... £500.	18 20 pm	18 20 pm	20 18 pm	18 20 pm	18 20 pm	19 21 pm
Ditto ..... Small.	18 20 pm	18 20 pm	20 18 pm	18 20 pm	18 20 21 p	19 21 pm
Ditto ..... 2d. Com.	....	....	20 pm	....	20 pm	....
3 per Cent. Cons. for Account	91⅛ ⅜	91⅛ ⅜	91⅛	91⅛ ⅛	91⅛	91⅛ ⅜
India Stock Om. for Account	....	....	....	....	....	....

BANK OF ENGLAND.—TRANSFER BOOKS.

	SHUT.	OPEN.
Bank Stock.....	Thursday, March 3, 1836	Thursday, April 14, 1836
3 per Cent. Reduced	Thursday, March 3, ..	Thursday, April 21, ..
3½ per Cent. Reduced	Friday, March 4, ..	Thursday, April 21, ..
3¼ per Cent. 1818	Friday, March 4, ..	Friday, April 15, ..
Long Annuities.....	Wednesday, March 2, ..	Monday, April 18, ..
Anns. for terms of years	Tuesday, March 8, ..	Thursday, April 21, ..

FOREIGN STOCKS.

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Austrian, 5 per Cent.	....	....	....	....	....	....
Belgian, 5 per Cent.	103	102⅞	....	103	....	103 ¼
Brazilian	....	....	86¼ 6	86½	86¼ ⅜	87 6⅛
Ditto, 1829	....	....	....	....	85¼	...
Buenos Ayres, 6 per Cent...	....	....	....	....	....	....
Cuba, 6 per Cent.	....	....	....	....	....	....
Chilian, 6 per Cent.	....	....	49¼	49¼ 50	....	....
Columbian, 6 per Cent.	28	....	....	....	....	....
Ditto, 1824, ditto	32⅛	32⅛ ⅛	....	....	32⅞ ⅜	32⅞
Danish, 3 per Cent.	77	77	....	....	....	....
Dutch, 2½ per Cent.	....	56⅛	....	56⅛ ⅛	....	....
Greek, 5 per Cent.....	....	....	....	....	....	....
Ditto, 1825, 5 per Cent.....	....	....	....	....	....	....
Mexican, 5 per Cent.	....	....	....	....	....	21⅜
Ditto, deferred do.....	....	....	....	....	....	....
Ditto, 1825, 6 per Cent... "	....	37 6⅛	....	....	....	....
Ditto, def. do. 6. per Cent.	....	....	....	....	....	24
Neapolitan, 5 per Cent, 1824	....	....	....	....	....	....
Peruvian, 6 per Cent.	....	25⅛	....	....	....	....
Portuguese, 5 per Cent.	82⅞	82⅞ ⅛	....	....	83	83
Ditto, New ditto.....	83⅛ ⅛	83⅛ ⅛	83⅛ ⅛	83⅛	83⅛ ⅛	83⅛ ⅛
Ditto, 3 per Cent.	53⅛	53⅛ ⅛	53 ⅛	53⅛ ⅛	53⅛ ⅛	53⅛
Prussian, 4 per Cent.	....	....	....	....	....	....
Russian, 1822, 5 per Cent. ..	....	110¼ ⅛	....	110⅜ ⅜	110⅜	....
Spanish, 5 per Cent. Consols	47⅜ 8	47⅛ ⅜	47⅛ ⅛	47⅛ ⅜	47⅛ 8⅛	48 7⅛
Ditto, passive	15⅛ ⅛	15⅛ ⅛	15⅛ ⅛	15⅛ ⅛	15⅛ ⅜	15⅛ ⅛
Ditto, deferred.....	24 ⅛	24⅛ 3⅛	24	24⅛	24 ⅛	24⅛ ⅛
Dutch, 2½ per Cent.	55 ⅛	55⅛ ⅛	55⅛ ⅛	55⅛ ⅛	55⅛ ⅛	55⅛ ⅛
Ditto, 5 per Cent.	103⅛	103⅛ ⅜	103⅛ ⅜	103⅛ 4 ⅛	103⅛ 4⅛	104⅛ ⅛

FRENCH FUNDS.

	PARIS.		LONDON.			
	Feb. 13.	Feb. 13.	Feb. 13.	Feb. 15.	Feb. 17.	Feb. 19.
5 per Cent. Ann.	109f. 25c.	109f. 50c.	109f.	109f. 25c.	109f.	109f.
Ex. on Lond. 1 mh.....	25f. 50c.	25f. 45c.	25f. 60c.	25f. 60c.	25f. 65c.	25f. 65c.
ditto 3 mhs.....	25f. 35c.	25f. 30c.				
4½ per Cent. Ann.						
Exchange.....						
4 per Cent. Ann.	102f.	102f. 25c.				
Exchange						
3 per cent.....	80f. 60c.	80f. 50c.	80f. 75c.			
Exchange.....			25f. 60c.			
Bank Shares	2160f.	2160f.				

IRISH FUNDS,

FEBRUARY 18, 1836.

Bank Stock	214½	Royal Canal Stock.....	10 0 0
Government Debentures 3½ per ct.	91⅛	Patriotic Insurance	4 7 6
Ditto Stock ..... 3½ per ct.	99	Provin. Bank of Ireland,	
Ditto New..... 3½ per ct.	99⅜	Hibernian Bank	21½
Ditto ditto, reduced .... 4 per ct.		Grand Canal Loan red... 4 per ct.	
Consols ..... 3 per ct.	90⅞	Mining Co. of Ireland ..	5
City Debentures..... 4 per ct.		City of Dublin Steam Co.	112
Exchequer Bills..... 2d per diem		Kingstown Railway	83 10

AMERICAN FUNDS.

Redeemable.	Lond.	America.	Redeemable.	Lond.	America.
New York 6 1837		101⅛	Louisiana 5 1844, 7, 50, 2.		
.. 1845		120	New Missis. 6 1861, 66, 71		
5 1837		101⅛	INCORPORATED BANKS.		
.. 1845		110	Per Cent.		
Pennsylva. 1839, 40, 41...		103	United States .... 7 1836..	23f. 15s	117
.. 1846		109	Louisiana State ..9 1870..	25	
.. 1853, 4.....		109	Bank of Louisiana 8 1870..	25f. 15s	
.. 1858		110	N. Orleans, C. & B.	21f. 15s	104⅜
.. 1868	99⅛	111	City Bank.....		105
.. 1860, 62	101⅛	113⅛	New York Life and Trust 5	93	175
.. 1865, ...	101⅛		Tenese Planters 9		109
Maryland 6 1870	108		Mississippi..10	26⅛	128
Ohio..... 6 1850	107⅛	120	Exchange.....		9⅜

COURSE OF EXCHANGE.

FRIDAY, FEB. 19, 1836.

	Prices printed.	Prices negotiated on 'Change.		Prices Printed.	Prices negotiated on 'Change.
Amsterdam	12 6⅛	12 5⅛ — —	Seville	37	— —
Ditto at Sight	12 4⅛	12 3⅛ 12 4	Gibraltar,.. p. & d.	48	— —
Rotterdam	12 7	12 5⅛ 12 6	Leghorn	47½	47⅛ —
Antwerp	12 6⅛	12 5⅛ — —	Genoa	26	25 87½ 26 90
Hamburgh Mcs. B.	13 14	13 13⅛ 13 13½	Milan	31	— —
Altona	13 14	— — — —	Venice,.. p. 6 A. L.	47	47 —
Paris, 3 days' sight	25 70	25 55 25 60	Naples	40¾	40¾ 40⅞
Ditto	25 95	25 85 25 90	Palermo	122½ oz	122½ 122¾
Marseilles	25 95	25 82½ 25 87½	Lisbon	55⅜	55⅛ —
Frankfort on Main	153⅛	153¼ 153⅜	Oporto	56⅜	56⅜ —
Petersburg p. ruble	10	— — — —	Rio Janeiro	37⅛	37⅛ 38
Berlin .. exc. dall.	7 5	— — — —	Bahia	26	— —
Vienna eff ..... fls.	10 13	10 11 10 12	Buenos Ayres	—	— —
Trieste ditto.....	10 13	10 11½ 10 12	Dublin	1⅛	— —
Madrid	37⅛	37⅛ 37⅛	Cork	1⅛	— —
Cadiz	37⅛	37⅛ 37⅛	Madras	—	— —
Bilboa.....	37	37⅛ 37	Calcutta.....	—	— —
Barcelona	37	37 —			

COAL MARKET, LONDON.

FEBRUARY, 1836.

QUALITY.	PER TON.		QUALITY.	PER TON.		
Feb.	15th	17th 19th	*Sunderland.* Feb.	15th	17th	19th
Newcastle.	s. d.	s. d. s. d.	Edep Main		20 6	
Adairs	17 6	17 3 17	Walls End Braddyll's Hett.		23 6	23 3
Benshan		16 6 16 6	Walls End Haswell		23 3	23
Chester	17 9	17 6 17 6	Walls End Hetton	23	23 6	23 6
Ellison Main		16	Walls End Lambton.....	23	23 6	23
Hebburn Main		19 3 19 3	Walls End Russell's Hett.		23 6	23 3
Holywell Main	19 9	19 9 19 9	Walls End Stewart's	23	23 6	23 3
Ories Redheugh	16	16	*Hartlepool.*			
Picton		16 3	Walls End Hartlepool			23 3
Ponton Windsor		17 6 18	*Stockton.*			
South Hartley	16		Dixon's Butterknow l....	17	17	
Stormont Main	17		Walls End Adelaide	21 3	21 6	21
Tanfield Moor	19 6		Walls End Chilton		18	18
West Hartley.....	18	18	Walls End Gordon			21 9
Wylam.....	18 3	18 17	Walls End Land's.....			16
Walls End Bewicke & Co.	21 6	21 6	Wall's End South Durham	21 3		21
Walls End Burraton.....	20 6		Wall's End St. Helen's Tees		21	
Walls End Brown's unse.		17 6	Walls End Tees.....	22 6	22	22
Walls End Carr and Co...	19 6	19 6	Walls End Victoria Tees..	21 3		
Walls End Clark and Co.	19		Walls End West Hetton..		21 3	20 9
Walls End Goulforth.....	21 3	21 3 21 6	*Blyth, Scotch, Welsh and Yorkshire.*			
Walls End Heaton	21 3	21 3 21 6				
Walls End Hilda	20 9	20 9 20 9	Blyth			15 6
Walls End Holeyer		20	Cuim.....			15 6
Walls End Killingworth...	21 3	21 21	Grangola		22	
Walls End Lanehost. & Co.	17 6	17 18	Hartley	18	18	18
Walls End Newmarch.....		20	Howard's Netherton Main			16
Walls End Northumberla..	20	20	Silkstone Bitum			17
Walls End Perkins		19 3	Stanley Main		18	
Walls End Riddells	21	21 21	Twibell's Gawber Hall....	15		
Walls End Wallsr	19		Wrey's Antricite	33		

Arrived since last Friday, 164 Vessels.

PRICES OF SHARES.

BRITISH MINES.

No. of Shares.		Amount paid.	Price.	No. of Shares.		Amount paid.	Price.
8,000	Albion Copper....	3	1⅛	2,000	Polberon Consols	8	8 9
4,000	Bisoe Bridge....	2	2⅛	1,000	Do. New	4	3⅜ 4
8,000	British Tin	1	1⅛	6,000	Polbreen	2	
20,000	British Iron.....	50	40 3⅛	5,000	Redmoor Consolid	2½	4⅛ ⅜
6,000	British Copper ..	5⅛		10,000	Redruth United..	2½	1⅛ ⅛
500	Carn Grey	5	9 10	10,000	Roche Rock.....	1	1⅛
5,000	Cornwall Ot. Unit.	2	2	5,000	S. Wheal Leisure	2	2
10,000	E. Cornwall Silver	1⅜	4⅜	8,000	St. Hilary.....	¼	⅜ ⅜
5,000	E. Wheal Brothers		6	5,000	Tavistock.....	2	2⅜
2,560	E. Wl. Strawberry	2½	7 10	6,000	Trevorgus	5	5⅜
2,850	English.....	12½	18	5,000	Treleigh	1½	1⅜ 2
10,000	Hibernian	10	3⅜	6,000	Tamar Consols ..	2	4 5
6,000	Hayle Consols ..	2	2⅜ ⅜	2,000	Wendron	5	7 ⅜
2,000	Kerrow.....	1	2	3,300	West Cork	45	35 36
5,000	Kellewerris.....	1	2⅜	5,000	Wheal Brothers..	20	20 22
20,000	Min.Co. of Ireland	7	5	9,000	W. Whl. Brothers	2	3⅜
4,000	New S. Hooe	1	1⅛ ⅛	5,000	Wh.Harm.& Mont	2	2⅜
2,000	New Crinnis	5		10,000	Wheal Falmouth	1	
1,000	North Consolid...	10		10,000	West Tresavean	1	2 ⅛
800	North Cornwall..	1	1⅛	6,000	Wicklow Copper	5	
6,000	Perran Consols ..	1	1⅛				

FOREIGN MINES.

4,000	Alten	10⅛		12,000	Mocaubas & Coc.	22	14
10,000	Anglo Mexican..	100	4⅛	2,000	New Granada ..	3	
	Do. Subscription	25		1,020	Penoles	12	
2,000	Bolanos	150	140	3,000	Ditto Subscrip...	1⅛	
10,000	Brazilian Imp...	20	25	14,582	Rl del Monte, re.	54⅛	20
10,000	Bolivar	20	10 9⅛		Do. unregister.		20 19⅛
10,000	Ditto Scrip.....	4	5 ⅛		Do. New—.....	4⅜	
10,000	Candonga	7⅛			Ditto Loan Notes	150	
10,000	Cata Branca	6⅛	8⅛ 10	2,500	Rio de Anori....	3⅛	
12,000	Cobre Copper ..	15		11,000	St. John d'el Rey	8	4⅜
8,500	Colombian.....	55		30,000	United Mexican	40	
1,500	Ditto New.....	11			Do. Scrip		4⅜ ⅛
10,000	Copiapo	10			Do. Subscription	2	
20,000	Gen. Min. Ass...	15	9		Do. New Scrip..	5	4⅜
6,155	Mexican Comp.	53⅛		5,000	Un. Gold	7⅛	22 24

RAILWAYS.

5,000	Birming.& Derby	5	12 13⅛	20,000	London & Dover	1	1⅛ ⅜
550	Bolton & Leigh	100	100	20,000	Lond. & Greenw.	20	29⅛ ⅛
	Ditto ⅛ Shares ..	25		25,000	Lond.& Birming.	50	155 2⅛
	Bristol & Exeter	2⅛	4⅛ 5	30,000	Lond.& Graves.	1	2 1⅛
500	Cant. & Whitstbl.	50		20,000	Lond.&Southmp.	15	25⅜ 4⅛
	Cheltenham.. ..	100	78	45,000	Lond.& Brighton (Gibbs)	1	
2,000	Clarence	100	40	10,000	Do.(Stephenson)	5	19 17⅛
12,000	Comi. Blackwall	2	2⅛ 3⅛	16,000	Do. (Rennie) ..	2	5⅜ 5
1,600	Crom.& Peak For.	100			Llanelly.....	5	
7,000	Croydon.....	2	2⅜ 3⅛	12,000	Lond.Grand Jun.	2	4⅜ 3⅛
	Dubl.& Kingston	60		14,000	Manch. & Chestr	2⅛	4⅜ ⅜
800	Durham Junc...	10		1,000	Manch.&Oldham	3	
1,200	Edinb.& Dalkeith	50	70 75	10,000	Manch. & Leeds	5	11 10
60,000	Eastern Counties	1	1	6,000	Midland Counties	5	
2,500	Forest of Dean..	50	28	553	Monmouth	3	
10,400	Grand Junction	40	87	3,000	Newcastle&Carl.	100	
	Gt.N. of England	2	3 ⅛ ⅜	12,000	North Midland..	5	10⅛ 11
25,000	Great Western..	10	33 30		Northn. & Eastrn.	3	3⅛ 4⅛
2,000	Hartlepool	100	89	2,500	Preston & Wigan	20	
3,500	Hudders.& Leeds	2		2,600	Preston & Wyre..	3	7⅛ 10
2,100	Hull and Selby..	5	7 8	3,762	Severn & Wye ..		
	St. Helens and Runc. Gap.....	100		1,500	Stanhope & Tyne	100	
250	Kenyon & Leigh Junction	100		1,000	Stockn.&Darlng.	100	240
7,000	Leeds & Selby ..	100	120		South Durham..	2⅛	
1,500	Leic.&Swanning.	50	48	28,000	South Eastern..	2	5⅛ ⅜
5,100	Liverl.&Manchr.	100	240	1,000	Surrey		
5,100	Do. ⅛ Shares....	25	61	5,300	Waring. & Newt	100	
6,375	New Do.....	25			Wigan Branch..	100	
12,000	Lond.& Blackwl.	3	5⅜ 4⅛	6,000	York & Nr. Midl.	1	5 4⅜

CANALS.

1,760	Ash. & Oldh 97l.	18s.	162	2,409	Monmouthshire	100	180
1,4-2	Ashby-de-la-Zch	113	65	700	Montgomerysh.	100	100
720	Barnsley	160	275	250	Melton Mowbray	100	200
1,250	Basingstoke	100	5⅛	500	Mersey & Irwell	100	570
1,005	Breckn. & Aberg.	150	90	8,000	Macclesfield	100	56
4,000	Birming. ⅛ Shrs.	17⅛	129	247	Neath.....	100	300
4,000	Do. & Liver. Jun.	100	30⅛	100	Nene Navig. Bds.	100	
477	Bolton & Bury..	250		1,786	Oxford	100	600
600	Bridgw & Tauntn	100		522	Oakham.....	130	38
400	Chelmer & Blckw.	100	102	2,400	Peak Forest	78	105
16,000	Carlisle .... 21l. 10s.			2,520	Portsm.&Arundel	50	
500	Coventry	100	810	21,418	Regent .. 33l. 16s.	8d.	15⅛
1,500	Chesterfield			5,669	Rochdale	85	112
460	Cromford	100	300	500	Shropshire	125	140
4,546	Croydon 31l. 2s.	10d.	2⅛	800	Somerset Coal..	150	160
11,810	Do. Bonds.....			45,000	Do. Lock Fnd St.	12⅛	12
20,000	Danube & Mayne	10	7⅛ 8⅛	700	Stafrd. & Worces.	140	690
2,000	Dudley	100	78	500	Shrewsbury	125	245
600	Derby.....	100	120	300	Stourbridge	145	220
	Edin.& Glasg Un.	50		3,647	Stratf.-on-Avon, 79l. 9s.	8d.	39
	Do. Allocated ..	96		200	Stroudwater....	150	525
1,297	Forth & Clyde 400	16s.	585 590	533	Swansea	100	215
11,000	Grand Junction	100	226	3,762	Severn and Wye, and Railw.....	35	17⅜ 18
2,843	Grand Union ..	100	25	1,800	Thams & Sev. blk	100	30
1,521	Grand Surrey ..	100		1,150	Do. Do. red	100	135
120,000	Do.(optional) Ln.	100		2,600	Trent & Mersey, ⅛ Share	100	620
3,096	Gr. Western 100l.	19s.		350	Tavistock (min.)	100	
600	Glamorg. 172l.	13s. 4d.		8,149	Ths. & Med. 79l. 5s.	8d.	2
1,960	Glouces.& Berkly	100	15	3,344	Do. New		
269	Do.(optnl.)	Notes	60		Thames & Isls..		
749	Grantham	150	202	1,000	sh. 1,000⅛ Warw. and & Birming.	100	280
6,238	Hudderfield 57l.	6s. 6d.	29⅛ 30	980	Warw. & Napton	100	220
100	Kensington	100	10	6,000	Worcester & Birmingham.... 7l.	8s.	85
25,328	Ken & Avn 9l.	18s.	10d. 20 ⅛	5,000	Wilts and Berks, 167l.	10s. 8d.	5⅛
11,6994	Lancaster		47⅛	800	Wyrley & Essing.	125	75
2,807	Leeds & Liverpl.	100	510	126	Wisbeach	105	45
545	Leicester	140	149	905	Wey and Arun..	110	22⅛
907	Leices. & Northmp	83⅛	78				
550	Lisk. & Looe Un.	25					
70	Loughboro' 142l.	17s.					
	Man., Bol. & Bry.	48					

DOCKS.

2,000	& 1,065⅛ Commrl.	100	56⅛ 7	570	Folkestone Harb.	50	
486,667	East India	Stock	112	15,000	Ditto Bonds		
1,038	East Country ..	100		1,352,752	St. Katharine..	Stock	
3,238,310	London	Stock	59⅛	500,000	Ditto Bonds		104
	Ditto Bonds		106⅛	200,000	Do. Bonds for 10 yrs.		101⅞
1,380,000	West India....	Stock			Shoreham Harb.		23
2,200	Bristol.....	147l.	9s.	2,500	Deptford Pier ..	3	2⅜
68,324	Ditto Notes		110	1,000	Herne Bay Pier..		

ASSURANCE COMPANIES.

2,000	Albion	50	76⅛	13,458	Indemnity Mar.	10⅛	15⅛
50,000	Alliance Br.& For	10	12⅛	100,000	Insur.Co. of Scot.	10	7
50,000	Do. Marine	5	5⅛	2,020	Kent Fire	50	92
24,000	Atlas	5	15⅜		Do. Life		79
12,000	Birmingham Fire	55	105	10,000	Law Life	10	26
20,000	British Fire	50	40		Liverp. Mar. Ass.	25	
12,000	British Comercl.	5	6⅛	3,900	Lond. Fire, ex. d.	12⅛	16
1,000	Caledonian Fire .	10	13	31,000	London Ship....	12⅛	16
5,000	Cler. Med. & Gen. Life	2⅛	3⅛	50,000	North British ..	10	15
4,000	County	10		30,000	Palladium Life..	2	
40,000	Eagle	5	6	250,000	Protector Fire..	2	1⅜
200	Economic Life ...	250	375	50,000	Protector Life ..	1	
50,000	Edinburgh Life..	10	14⅜	2,600	Provident Life...	10	19⅛
2,271	European Life ..	20	22	100,000	Rock Life	2	6⅜
50,000	Ditto New.....	2		660,220	Royal Ex. Stock,		197⅛
1,000,000	Globe	Stock	155	250,000	Scottish Union.. Sun	1	1⅛ 210
20,000	Guardian	20	66	1,500	Union.....	20	
7,500	Hercules	10	11	6,000	University Life..	5	5
40,000	Hope	5	6	50,000	United King. Life	2	
2,400	Imperial Fire ..	50	120	50	Westminstr. Life	1000	
7,500	Imperial Life ..	10	94	100,000	West of Scotland	10	10 ⅛

GAS LIGHT AND COKE COMPANIES.

10,000	Alliance.....	1	1	20,000	Greenwich Railway Gas.....	10s.	
500	Bath	16		10,000	Imperial.....	50	42⅛
600	Bradford	25		85,000	Do. Bonds	100l.	41⅜ 2
5,000	British	16	21⅜	1,200	Ipswich	10	
5,000	Do. Provincial..	19	22⅜	800	Isle of Thanet ..	20	20
844	Birmingham....	50	105	2,350	Independent....	50	50
2,400	Birm. & Staffords	50	90	240	Leicester	50	
600	Brentford	50	30	750	Leith Coal Gas...	20	34 5
4,250	Bristol	20		500	Liverpool.. 242l.	18s.	310
1,500	Brighton	20	13⅛ ⅛		Do. N. Gas&Coke	100	
750	Do. New	18			Do. (New Do.)..	60	
2,471	Brighton, Genrl.	20		200	Maidstone.....	50	100
363	Carlisle	25		9,000	Phœnix	39	23⅛
4,000	Continent, Cons.	5⅛	95	579	Portsea	53	
240	Canterbury	50	60	304	Poplar	50	
	Chelmsford	50	42	1,000	Ratcliff	80	65
500	Cheltenham	50	75	400	Rochdale	15	
1,000	City of London..	100	165	4,000	South Metropol.	19	
1,800	Do. New	60	113	1,000	Sheffield.....	16⅛	
800	Coventry	25	25	1,000	Shrewsbury	10	
200	Derby.....	50		120	Swansea	50	
180	Dover	50		8,200	Unit. Genl. ex. d.	45	
600	Dudley	20	21⅛	240	Warwick	50	50
4,500	Edinbro' Coal Gas	25	63	400	Wakefield	25	22⅛
	Edinbro' & Allon	14		750	Warrington	20	22⅛
240	Exeter	50		12,000	Westms. Chartd.	50	50⅛
4,000	Equitable	40	31	6,000	Ditto New.....	10	9⅛
10,000	European	5		800	Yarmouth	15	9
4,450	Glasgow	25	60 6				

PRICES OF SHARES—*continued.*

JOINT STOCK BANKS.

No. of Shares.		Amount paid.	Price.	No. of Shares.		Amount paid.	Price.
5,000	Australasia	40	58	3,000	Lancaster	20	30
1,500,000	Bank of Scotland	85⅛	204	25,000	Liverpool	10	17
10,000	Bank of Birming.	10	13	50,000	Manch.& Liv. Dis.	15	22
10,000	Birmingham Bk.	5	14	20,000	Manchester	25	
500,000	British Linen Co.	100	240	5,000,000	National Scotland	10	15 ⅛
3,000,000	Commercial	100	172	20,000	Nat. Bnk. Ireland	10	14⅛ 15
3,000	Equitable Ln. Co.	9		10,000	Nat. Prov. Engl.	25	
2,000,000	Glasgow Union..	50	59 60	1,0000	North.& Bent. B. of England ...	10	
10,000	Gloucestershire .	5	11	20,001	Prov. B